

1982
Summer-Fall
Cruise Calendar

• Ships • Ports • Schedules • Prices

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AUGUST 1982

Port of the Month

Aruba

Romance, Dilemmas and Disasters
Bring Audiences Back for More

Ships in the Movies

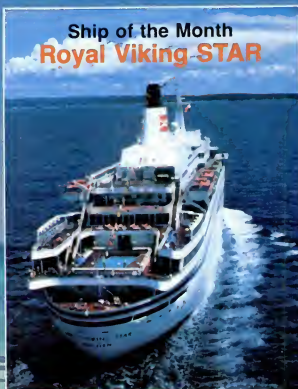
Cruise Company Profile

Carnival Line

plus Preview of New Tropicale

Bahama Cruise Line's S.S. Veracruz
Land/Sea Tours to the

**Mayan Cities
of the Yucatan**



Ship of the Month
Royal Viking STAR



Cruise
of the Month
**THE
GALAPAGOS**

Charles Darwin's
Islands of Evolution



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Ships' Registry: Norway



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Isles of Evolution—page 34



Watch Your Step!—page 40



Exploring the Old West—page 48

On the Cover: The sand and sea of beautiful Aruba. A mere fifteen miles from South America, this tiny Dutch delight is one of southern-most Caribbean ports-of-call. Inset photo shows Royal Viking Lines recently lengthened luxury Star, this issue's featured Ship of the Month.

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COMING!
September-October 1982
on Newsstands August 31

Ship of the Month
Carnival Lines
TROPICAIRE
Port of the Month
ACAPULCO
Cruise of the Month
NILE RIVER

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Welcome Aboard . . . Editorial



About Our Letters

Oh, how we get letters! They are the most widely read part of each issue. And yours truly reads every one personally. I invariably try to print those that contain worthy cruise tips or recent personal experiences that will be informative to other readers. I try *not* to print those that blast away at a dirty stateroom, a surly waiter or a bad bartender aboard a particular sailing. It's not that we don't want the "gripes"; we do, but in the context of thoughtful consideration. I learned a long time back that "one man's meat is another man's poison," and for each negative letter received I can dig out a dozen rave reviews about the same ship. In several instances, an unhappy passenger will have a complete change of attitude, writing to tell us of a second or third cruise taken on a particular ship—same captain, crew and itinerary—with outstanding results. By and large however, CT readers are sophisticated understanding travelers well aware of the vast complexities involved in running a totally self-contained hotel operation at sea. I hope to receive, and space permitting, strive to print, letters that provide helpful insights or solutions. A good example in this issue is the exchange of opinions regarding smoking and non-smoking sections aboard ships—a touchy subject to say the least. So, let it suffice, we will continue to put all efforts into the same proven directions, the in-depth type of features your letters tell us is right.

But, sometimes you tell us we're wrong! Lately, a number of comments crossed my desk concerning a lack of cruise coverage in and around South America. For the benefit of those letter writers and hopefully the rest of our readers we've slanted this issue's subjects in a southerly direction. Starting off a long stone's throw from the coast of Venezuela is our Port of the Month feature on Aruba. Moving six hundred miles west of Ecuador we drop anchor amidst the fascinating and historically important Galapagos Islands, the unique area from which Charles Darwin launched his evolutionary theories. Sailing aboard Bahama Cruise Line's Veracruz, we next explore Mayan ruins of the Yucatan followed by a one-day see 'n do profile of Cartagena, Columbia, the world's chief producer of fine emeralds. And, in our September issue we will have a review of popular South American ports. There you have it. Now, to get to the pile of letters concerning more Mediterranean coverage . . .

Robert Meyers

Editor/Associate Publisher

Letters

Romance at Sea

I enjoyed your June article on the Carla C. It brought back many fond memories. I met my husband while cruising aboard the Carla C. That was nearly seven years ago! How about doing an article on couples who have met aboard ships and got married. I'm sure there are enough of us around! Keep up the good work!

Patricia Parker, Boonton, NJ
We'd love hearing from them.

Helpful Answers

I have been enjoying my subscription to Cruise Travel and noticed that in the letters column of the June issue a few questions were asked that I may help to answer. I returned in February from my fifth cruise and this one could not have been finer. We were on the Sun Venture of Royal Caribbean Lines and the food, entertainment and service were the best. Joan Dillon of New Castle, CA, asked if any Cruises had lounge sections for non-smokers. The Sun Venture had one-half of the beautiful lounge designated as tables for smokers and non-smokers. George and Helen Horgasian of Memphis, TN, mentioned being pampered. My wife and daughter were pampered so much on the Sun Venture that I am being made to do the same at home for them. I

have taken trips on other lines and we love the Sitar Cruises but, for closeness, individual attention, cleanliness and service Royal Caribbean Line can't be beat. Looking forward to your future issues to decide on ports and cruises for 1983.

Lawrence E. Dorey, Westwood, MA



Historic Moment

I was reviewing my back copies of your excellent publication when I came across the February 1981 issue. On page 72, you printed a picture of the SS Norway and the QE II passing in New York Harbor. My wife and I have sailed on both of the great ships, and would like to obtain a copy of this picture for framing. Could you help us in finding someplace that would sell a reproduction of this picture?

John R. Crosby, IN

The Kodak Company owns the rights to this unique photo and have informed us that they cannot make it available for general sale.

Cabin Comments

My wife and I are avid cruise buffs and found the recent article (April '82) by Paul Grimes on "taking the surprise out of Se-

lecting a Stateroom" very interesting. We are making plans for our next cruise in early 1983 and stateroom size (square footage) will play an important part in our selection of a ship and stateroom. Thank you for a great magazine.

W. F. Daly, Hillsdale, NJ

Your article "Anatomy of a Stateroom" in your April 1982 issue brought back some fond memories for me and made several good points.

I recently took my maiden cruise on the Song of Norway and my mother-in-law travel agent made all our arrangements. With my better interests in heart she decided that the least expensive accommodations (standard outside stateroom) would be adequate. God bless her for trying to save me money!

My wife and I boarded the ship and proceeded to view our accommodations. To our surprise that standard outside stateroom turned out to be inadequate! Notwithstanding the fact that we would not be able to move about much (that really wasn't the case in point), there was very little storage space for us to unpack our suitcases. Thanks but no thanks. We immediately proceeded to the purser's office and was very happy to pay the additional \$170.00 to upgrade our accommodations to the "larger outside stateroom," and even though we spent a negligible amount of time in the cabin, the additional space helped make our first cruise a most memorable one. Had we not been given the opportunity to upgrade our room things would have gotten off to a very poor start.

And by the way, even though the outside stateroom has a porthole that cannot be opened, it's beautiful to wake up in the morning to the sunshine gleaming off the water. It seems to add just a little more life to the cabin.

My advice to your readers—make your own decision concerning the choice of a stateroom. Ask a lot of questions from others who've taken cruises, but don't be completely influenced by others. Everyone has different likes and dislikes. The final choice is yours. After all, you are the one who will have to live with the accommodations. You may also be interested to know that a first time cruise for us proved very rewarding, as we got married less than one month after that memorable week at sea! Can you imagine—the honeymoon before the wedding! As a result of our first cruise I anxiously look forward to reading each and every issue of Cruise Travel.

Martin H. Gordon, Montreal, Canada
We have been in both Song of Norway cabins you refer to and found them adequate for basic storage; certainly comparable with the standards of most other lines. It's amazing how much "stuff" folks bring with them and we couldn't agree with you more, everyone has differing opinions. Fortunately, as in your case, cruise personnel try hard to please.

Continued on page 6

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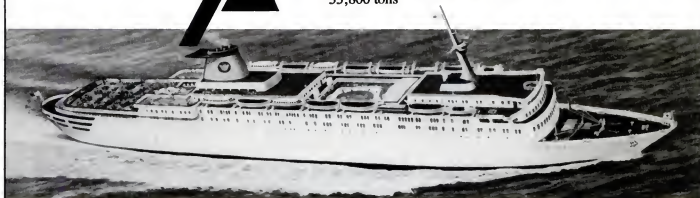
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Letters continued

The "Stateroom" article in your recent issue was perfect for beginners like us. We don't plan on spending our whole day in a room so the smaller size cabin available would seem more than enough. Incidentally, my neighbor said she saw a similar story in the paper here last year. These kinds of information are really valuable.

Mrs. F. Green, NY
Your friend is correct. This copyrighted article of the N.Y. Times originally appeared Oct. 19, 1980 and was reprinted with their permission. The cartoon and comparison illustration example were added by Cruise Travel as further help to the reader.

Smokers Rights—and Wrongs

It was with great interest that my husband and myself read your June issue of Cruise Travel with the Sun Line's Stella Solaris the ship of the month. We arrived home on April 3rd after a 21 day Med. cruise billed as Primavera 2 with stops at Madeira and Malaga, Spain, Monaco, Italy, Capri, Sicily, and ending in Athens, Greece. We were among the 700 people who were on the wait-list last year, so we were quite excited about going this year. It was our second cruise on this great ship, the first being a Caribbean cruise in 1975 from Tampa, Fla. The Med. cruise was quite a change from

the six Caribbean cruises we had taken since 1971. I'd also like to comment on a letter written by Joan C. Dillon of New Castle, Ca. (June issue) in reference to smoking and non-smoking areas on ships, and other public areas. This has been a bone of contention for us smokers for the past several years. We are tired of being treated as second class citizens by being told to sit in the back of the bus or rear of the room. I feel we paid just as much money as anyone else to enjoy ourselves without harassment. Unless ships, planes, dining rooms, etc. begin an era of smoking or non-smoking travel, we will have to be content to stay home and remember the good times and the way things used to be when travel was a pleasure. I say, let them start their own travel agencies for non-smokers, and leave us fun loving smokers alone. After all, we have rights too!

(Mrs.) Walter Yewdall,
New Port Richey, FL

We also are non-smokers and have been forced to leave restaurants and other public places because of inconsiderate smokers. Our last cruise on the Song of Norway was made even more grand by the elimination of all smoking during the shows. In two weeks we leave on the Sun Viking and have reserved most of the non-smoking section in the dining room because we are bringing 26 friends with us—all but 6 non-smokers!! I've already begun plans for our group to sail on the new Song of America in 1983. Lets hear

it for non-smoking sections! Love your magazine.

Jane E. Park, Tiffin, OH
Ed. note: Until recently, RCCL had requested that everyone refrain from smoking during shows. Now however, they have designated non-smoking sections on all ships.

Recommended Mermoz

I am writing this letter to let your readers know how pleased my family and I were with our recent cruise on the Mermoz. We sailed on the 26th of February for ten wonderful days in the Caribbean and Mexico. This was our fourth cruise and I must say it was the best one of all. The Paquet Line came highly recommended, especially for their cuisine. Everything was excellent, the accommodations, crew and staff, entertainment and the ports-of-call. I would highly recommend the Mermoz Caribbean cruise to first time or veteran sailors. We sure enjoy your magazine.

Harry & Chris Gwynne, Sacramento, CA



Sheryl and Chris Weaver

Believable Writer

Last year my friend and I traveled on board the M/S Starward. We had the best time of our lives. We met such wonderful and exciting people from all parts of the world, and became instant friends with whom we still keep in contact with. The crew members and officers were exceptionally kind and with their assistance they made my trip more enjoyable, especially our Cruise Director—Chris Weaver. His smile alone was enough to make anyone happy. In my own mind, everyone should have a Chris Weaver at their side at all times.

Even though many months have passed, that week is still so very special to me. Thank you Norwegian Caribbean Lines for making the summer of 1981 the best possible for me. I look forward to more fun filled days at sea with you.

I would really appreciate it if you could publish this letter in your magazine. I would like everyone to know about my trip, and the fun that actually happens. In my own mind, I would believe more from what a person writes who has been on a cruise rather than a magazine article describing it. Also, enclosed is a picture of Chris Weaver and myself. It would be nice if you could include this along with the article.

Sheryl L. August, Southfield, MI

Can't Get Enough

I am addicted to cruise ships. I just can't seem to get enough of them. I read all I can

Continued on page 6

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Letters continued

get a hold of and check the mail everyday for your next issue of Cruise Travel. I live within view of the port of Los Angeles and watch the ships come in. Thanks to your cruise calendar I know daily arrivals. I've taken the three-night cruise on the Azure Seas and it is by far one of my best experiences. There are so many new ships in the making that I can't seem to keep up with them. I would like to know if you can tell me where to obtain an update list of the cruise ships around the world along with any other periodicals on cruise ships.

Michael Black, Huntington Beach, CA
You might try writing the following:
Oceanic Navigation Research Society, Inc., Box 8005, Universal City, CA 91608; the Steamship Historical Society of America (with excellent quarterly Journal "Steamboat Bill") 414 Pelton Ave., Staten Island, N.Y. 10310; the Worldwide Cruise and Shipline Guide, % Official Airline Guides Inc., 2000 Clearwater Drive, Oakbrook, IL 60521. These are subscription publications and dues are required.

Tropicale First-Timers

After fourteen months of planning, our first cruise is now over. After reading dozens of brochures we decided the fun life on Carnival Lines was for us. The lure of a brand new ship was too much, so the Tropicale it was. Were we ever satisfied! After many vacations this was the ultimate! We (4) had not one bad moment in seven days thanks to Cruise Director Kenny Day and his staff. Our rooms were immaculate day and night, our food excellent, our waiter (Fonzie) even better. Each of our ports were beautiful and very different: Ocho Rios, Grand Cayman and Cozumel. We know we weren't the only ones thrilled by this new ship as others on board who were veterans were raving about her and the crew also.

(Mrs.) Robert Trigilio; Peabody, MA.
We will be reviewing the *Tropicale* as featured Ship of the Month in our next issue. A mini-preview is on page 29 of this issue.

Cruising to Idaho

As new subscribers to Cruise Travel, my husband and I read the Exploration ad in your March/April 1982 issue, and were so interested that we booked on the May 29th cruise. It has occurred to us that there might be others among our readers who are not totally "Love Boat" oriented, but would rather see some of the areas where the history of our country is involved.

The Columbia and Snake Rivers played a great part in the opening of the American

West, and the Great Rivers Exploration Cruise visits many of the places made famous by the Lewis and Clark expedition. The scenery is varied and terrific, and in addition, the idea of cruising to Idaho is a bit mind-boggling.

We regret that we did not find your magazine earlier. We love taking cruises, and we really enjoy your articles.

(Mrs.) William MacFarland, Florence, OR

Hong Kong Shopping

Just a note to let you know how much I enjoyed your article on shopping in Hong Kong. I frequently travel to Hong Kong on business and was thrilled to learn about the "Four Seasons Shop." I am anxious to return and put to use my newly acquired shopping tips.

Marion Prewitt, Atlanta, GA

Checking Charters

Your April, 1982 issue mentioned under the "Letters" column that your February issue contained an article on Charter Yacht Cruising. We are particularly interested in chartering a yacht this winter to cruise the west coast of Florida from Tampa to the Keys. I'm sure this article would be helpful to someone with this objective in mind. My check is enclosed for this back issue.

T. R. Stansfield, Dayton, OH

Looks Forward to Star

Having been an ardent cruise fan for some years, your March/April article on Norwegian American Cruises Sagafjord was just what I hoped it to be. Now, I am very much looking forward to a similar article on Royal Viking Line's Star with all the latest information and pictures on that beautiful ship. I enjoy each issue and hope your lovely magazine will become an even bigger success than it is now.

Lisbet Schorr, Switzerland
Star profile is on page 20.

Anxious About Oceanic

I am writing about my second (April) issue of Cruise Travel. I enjoyed the first issue, but have anxiously awaited this edition, since it included a featured article about the Oceanic. Mr. Miller's article was superbly written and not the least bit exaggerated when describing the Oceanic's food, service and activities available. Having sailed Home Line's Oceanic last June for the second time, it brought back some fond memories and increased my anxiety for this year's June cruise. Naturally, it will again be on the Oceanic. After completing the article, I started reading the magazine from the front cover. Upon reaching page eight, I read a letter to the editor requesting a needlepoint canvass drawing of a certain cruise ship. What a great idea I thought, so I'm requesting the same but only of the Oceanic. I'm sure such requests will be numerous, but I hope not too many to fill mine.

Marilyn Battista, WV
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ARUBA

PORT of the Month

*A tiny piece of paradise where
cruise and luxury hotel
vacationers come for superb
beaches by day, gambling at night*

by Marci DeWolf

When the Dutch took possession of Aruba from the Spanish in 1634, little did the Hollanders realize what a golden vacation mecca this tiny island would become three centuries later.

And tiny it is. Only 20 miles long by six miles wide, it's about half the size of the state of Rhode Island. Aruba is but a brief point on the globe in the Southern Caribbean, some 15 miles north of Venezuela and 12 degrees from the equator. It's 2,090 miles and another world from New York City.

Ah, but that point on the globe is a sparkling one. You know there's something special about Aruba when you debark from your cruise ship and enter

Schooner Harbor, focal point of the Dutch Caribbean. It's certainly not the island's landscape—barren and desert-like, replete with cactus and weeds. And it's definitely not the price structure. Aruba is one of the most expensive islands in the Caribbean.

What makes Aruba distinctive from other holiday destinations is the weather and the beaches. They're perfect. It hardly ever rains here, and what little there is usually falls in the autumn months.

"When does it rain in Aruba?" one local wag was queried. "Once in a blue moon."

One of the first things a visitor notices is the strange Divi Divi tree. It is shaped by the constant force of the winds and grows up to ten feet, then takes off horizontally, always pointing to the southwest.

For all its cosmopolitan flavor, Aruba is still uncluttered, unspoiled, and noise-free. The downtown area and hotel casinos are relatively quiet, and shopkeepers close their stores during the hottest part of the day between 12 noon and 2 p.m.

The waters are consistently a brilliant turquoise, clear and calm. The beaches, as the island itself, are immaculate—typical of the tidy Dutch. Aruba is also blessed with a hot, dry climate; temperatures aver-



age from the mid to high 80s year-round. And the trade winds continually fan the island, making the evenings pleasantly cool.

If all 263,000 visitors to Aruba had arrived on the same day last year, the famed beach strip would still not have been crowded. There are more than seven miles of uninterrupted sugar-white sands along the island's "Cote Turquoise." If you choose to spread your towel on Palm, Eagle, Manchebo, or Druiif beach, it's all the same upspoiled expanse of sand from downtown to the dunes area.

The public beaches along this stretch rival the hotel beach fronts, and they are frequented by local residents as well as visitors to the island. Most of the major hotels welcome cruise ship passengers and will make special arrangements for you to use the beachfront facilities during your visit.

The entire southern coastline on the leeward side is one gigantic water sports center. There are motor boats, skiers, and sail boats in constant motion offshore, in addition to the popular hydro-sailing.

One of the Beautiful ABC Islands

Aruba is the smallest island in the territory of the Netherlands Antilles, which in-

cludes Bonaire and Curacao. Known as the Leewards, they are called the ABC islands. Together with the nearby Windward Islands of St. Maarten, Saba, and St. Eustatius, they share the same rights as the inhabitants of the Netherlands, the mother country.

The government is a stable one, which means safer streets and peace of mind for the tourist. Aruba has one of the highest standards of living of any island in the Caribbean, but the atmosphere is unpretentious and casual.

Prices are high because everything must be imported, even the palm trees. Nothing edible grows here. Produce comes from Venezuela, the steaks from Argentina, and other meats from the U.S. The butter and cheese, which are delicious, come from Holland.

"There's not a cow on the island," said one resident. flatly. There are, however, some goats, sheep, and hens—enough of the latter to service the hotels and restaurants with a dependable supply of eggs.

An after-dinner drink can cost \$3.85 in a hotel lounge; a coke cost \$1.10 at a beach bar; a typical hotel breakfast can run \$7 to \$8; and a dinner out with bottle of wine or drinks, can cost \$50 or more for a couple.

Despite the price structure, Aruba is outstanding for the friendliness of its people. "Aruba is different because we not only welcome tourists, we actually like them" said one local resident.

To prove their point, last Spring island officials organized a weekly event that gives visitors the opportunity to meet the people and learn about the area's cultural background and traditions. Known as the Watapana Festival, the celebration is held in the city of Oranjestad, the capital, every Tuesday night from April to December.

The Watapana Festival is to Aruba what a fancy social is to folks up north. It features folk dancing and singing, live music, exhibits and sale of native arts and crafts, and food stands with Aruban specialties. It's all held outside underneath tropical skies, with 26 tents on the parking lot behind the main downtown area.

Watapana is the old Indian name for the famous divi divi trees. You can find a wide array of bargains both at the festival and in the shopping area downtown, including pottery, woodcarvings, crocheted fancy work, leather articles, and paintings. There are heaps of homemade goodies, snacks and sweets with exotic names and



Among most beautiful in world, Aruba's powder white beaches stretch for miles and are prime tourist attraction. Visitors cross tiny island to see "Natural Bridge" on windward coast, the more rugged side of Aruba.

Cruises to Aruba

Cruise Lines stopping at Aruba include: Chandris, Holland America, Home Lines, Norwegian American and Stimar.

Aruba Fast Facts

Getting to Aruba: Daily from New York, Miami, and Dallas on American Airlines. Evergreen International Airlines flies Thursdays and Sundays from Philadelphia. Daily from Miami on ALM (Antillean Airlines), which also flies to South American destinations and neighboring Curacao.

Entry: Cruise visitors need proof of identity for a 24-hour or less stay on the island. For a temporary stay, U.S. tourists can do with a passport, birth certificate, or voter's registration card.

What to Wear: Casual cottons and sports-like clothing for women during the day. People usually dress for dinner and an evening out, wearing a sweater or stole. Shorts and slacks are worn downtown, but bikinis and bathing suits are best confined to beaches and hotel swimming pools. For men, sports clothes, shorts and swim suits for beach and poolside. It is customary for men to wear ties after 6 p.m.

Location: Aruba is the first of the ABC islands (Aruba, Bonaire, and Curacao) and is the most western of the Leeward group of the Netherlands Antilles. It is 15 miles from the northern tip of South America and 2,090 miles from New York City.



Climate: Average yearly temperature is 82 degrees. The air is sparkling and lively because the humidity averages only 76 percent.

Currency: The U.S. dollar, major credit cards, and travellers checks are accepted in just about every major store and facility. The currency of the Netherlands Antilles is the NAI (guilder). The official rate of exchange is NAI 1.77 against U.S. dollars at the banks, but fluctuates in shops and hotels from 1.75 to 1.80.

Customs: You may bring home, duty-free, \$300 worth of articles, one carton of cigarettes, and one quart of liquor per person over 21 years of age and within the \$300 exemption. Any articles over the \$300 personal exemption will be assessed at a flat 10 percent rate of duty.

History: Aruba's name comes from the Indian word *oruba*, meaning well-placed, convenient to the mainland. Spanish conquistadors called it "Oro Uba," meaning "There was gold." No written historical record of Aruba's discovery exists.

Government: Aruba, as did all the Netherlands Antilles, became autonomous in 1954, gaining equal status as a member of the Kingdom of the Netherlands with the right to administer internal affairs. All the islands are governed by a representative of the Queen and an elected legislative council, called the Staten.



Primarily flat cactus covered landscape is reminiscent of Arizona. Physically fit tourists can climb steps to top of Mt. Holberg ("Haystack") for good island view.



Pastel-colored houses are tightly grouped in and around Oranjestad harbor.

flavors. Most of the foodstuffs at Watapana are made by members of local charitable organizations, which the festival supports.

Since my two small daughters are half Dutch, I wanted them to see another part of the world that is important to their heritage. Walking around Oranjestad, we saw the pastel-washed, gabled building and architecture of the Dutch period, spiced with a Caribbean flavor. We went to services at St. Ann's Church, which has a massive, hand-carved, oak altar made in Holland and shipped here where it was lovingly put together piece by piece.

Oranjestad is nestled around picturesque Schooner Harbor, where the cruise ships dock and charter fishing boats take the tourists out to tropical reefs and sunken treasures. The harbor is a bustle of activity, with all the color and excitement and exotic scents from around the world. Boatmen display their wares at daily outdoor produce markets, offering great stalks of bananas, sweet ones as well as large cooking ones.

I told the children that if you really want



Many fine stores and restaurants line the harbor-front area. Shopping hours are eight to noon and two to six on weekdays. Several stay open for cruise visitors Sunday morning. Good "buys" include linens, china and crystal.

to get to know another country, it's best to stop talking and start listening. And the best place to learn is amidst the commercial activity at the docks where a babble of tongues prevails, and buyers and sellers are all as different as the languages they speak.

Nightlife Glitter and Glamour

For all its quiet charm, Aruba has a continental atmosphere and international glitter about it. Casinos and nightclubs are located in all the major hotels which are within walking distance of each other in the southwest portion of the island, not far from town.

If you have time for dinner and an evening's entertainment, I recommend the nightly shows at the hotels. Prices range from \$15 to \$20 per person, and include rum



Aruba's unique Divi Divi tree starts out straight then bends southwesterly with trade winds; good to remember if you get lost.

punch parties, lavish buffets, and native shows.

As a family, we enjoyed the Friday night buffet and folk show at the Holiday Inn, spotlighting a parade of prize-winning costumes from Aruba's annual Carnival Festival. "Carnival" is the island's hottest event before Lent and is the Caribbean version of New Orleans' Mardi Gras. Preparation goes on year-round, and almost everyone on the island is involved in some way, either designing floats, making costumes, or preparing food.

There are some delightful, moderately-priced restaurants that specialize in Aruban cuisine and Dutch hospitality that are a pleasant change from hotel food. In town, you'll see the tiny Delft-tiled restaurant, called the *De Dissel Tearoom*, a genuine old Dutch tavern hosted by Mr. and Mrs. Piet Harsveld. De Dissel is famous for its thick, homemade Dutch pea soup, called ERWTENSOEP. For Spanish cuisine, four of my shipboard companions chose *El Chalé*, a refurbished, old Victorian Aruban residence. The red snapper and Colombian coffee were excellent, and the owner takes time to sit down with you and chat about the island.

Just outside of Oranjestad is the popular *Flor de Pino*, a Portuguese-style neighborhood establishment where all the meats are cooked on a large grill. Here, you can get two sizable pork chop and rice dinners for under \$12, and a complete steak dinner for under \$10.

Some restaurants, such as the Bali, present *Rijsttafel*, the 20-dish "rice table" the

Continued on next page

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Dutch adopted in Indonesia and can't do without. It's spicy and is best washed down with a cold Dutch beer. But the local culinary triumph blends Dutch and Caribbean cultures. It's called *Keshi Yena*, a big round yellow Edam cheese, stuffed with bread-crumbs, shrimp, tomatoes, herbs, spices, pickles, and other good things.

If you're downtown shopping, a nice place for a fast lunch is the Super Snack, opposite the police station. Everything is cooked to order, with spicy South American specialties, such as fish soup and meat parties.

If you can get a group together from the ship and rent a car or taxi, it's worth the half-hour trip to San Nicholas for lunch. This is the second largest city on the island and is the site of the oil refinery operation, the island's major industry. Lunch at *Las Brisas del Mar*, overlooking the ocean and fishing boats, is an inexpensive treat. The catch of the day is cooked Aruban-style, and you can even pick out your own fish as it comes off the boat.

Las Vegas in the Caribbean

After dinner and a floor show, most visitors head for one of the hotel casinos. This is where the action is, with a definite Latin beat. The casinos are clean, efficient, and under strict Government licensure. Al-

though the house keeps only 20 percent, your chances of winning are not always 80 percent, I am told.

Experienced gamblers say the probabilities are still with the house, but the fast-pitched excitement of the casino is all the visual color needed by some people for an evening's entertainment. In fact, for many tourists, gambling is not just part of the show—it IS the show.

Luxury hotel casinos in Aruba match any in Las Vegas or Acapulco, each having its own atmosphere and decor. The five top ones are located in the Americana, Caribbean, Sheraton, Concorde, and Holiday Inn. The croupiers, dealers, and managers are serious, but accommodating, and the entire set-up gives the appearance of a private gaming club operation.

Heavy gambling usually goes on from 9 p.m. until the wee hours of the morning, but all casinos are open in the afternoon for slots and blackjack, and informal clothing is accepted. Games consist of craps, roulette, and blackjack, with an array of slot machines thrown in. While blackjack and craps are favorites among Americans, roulette is still a traditional pastime for European gamblers.

Gambling in Aruba is much the same as in Monte Carlo or Baden-Baden. Blackjack and roulette predominate, outnumbering

craps four to one. Blackjack cards are dealt from four decks out of a shoe. The layouts are pretty standard, and complimentary cocktails are served to guests as they play.

Playing the casinos in Aruba may be more incidental to your visit than it would elsewhere. You won't find the frenzied excitement of a 24-hour casino marathon, but it does offer an alternative to the nightclub scene for an evening's entertainment.

Cunucu—the Volcanic Countryside

The shopping and nightlife aren't the only attractions that make Aruba so special. We wanted to discover the Aruban cunucu, or interior countryside, a reminder that this boulder-strewn land was born out of a volcanic blast millions of years ago. Rocks of many different shapes and colors are scattered all over the island where nature has piled huge boulders of diorite weighing thousands of tons atop one another. A startling example of nature's architecture is the *Natural Bridge* on the north coast, carved out of solid rock by the relentless pounding of the surf centuries ago.

The fascinating *Pirate's Castle* stands on the windward coast. This is actually the ruins of an old gold mill and a relic of the island's first industry.

A roundtrip adventure from Oranjestad to the north shore takes three to four hours, and the roads are good. You can arrange for a tour at any hotel lobby, or with the tourist board in the center of downtown. A car can be rented for \$18 a day, but I suggest going on a guided tour if you only have a short while to visit.

By exploring the ruins and observing the famous parakeets singing at *Frenchman's Pass*, you have the opportunity to get a glimpse into the island's rich Dutch and Arawak Indian heritage. Melanie and Charmaine DeWolf were intrigued with the barren landscape of the island, its dry and rocky desert. They compared the prickly cactus plants here with the lush foliage and dense rain forests of Jamaica which they had seen during a visit there three years earlier. Indeed, the north shore of Aruba is reminiscent of the rockbound coast of Maine and is in stark contrast to most of the islands in the Caribbean.

The island's greatest swimming attractions are *Eagle Beach* and *Palm Beach*, among the world's finest. Besides the Divi Divi tree is the famous Aloe plant, which is being developed for its medical value and cosmetic use. Cactus plants are even used as living fences for many homes. Arubans cherish flowers, and most residences are surrounded by bright bougainvillea, oleanders, flamboyant, hibiscus, and other tropical plants.

Perhaps Aruba's most popular and visible landmark is the Hooiberg (or Haystack). For the energetic, there are steps all the way to the top of this 541-foot high hill.

As tourist of note, the DeWolf children had this to say about their brief stay in Aruba: "There's plenty to do. Its beautiful, and the people are very friendly." **CT**

Bargain-Hunting through the Boutiques of Aruba

After stopping for a rest in Wilhelmina Park, we browsed through some of the shops in the main shopping center around the Nassaustraat, the main street. I thought the linens were the best bargain in town, and started off with these items in mind.

I bought a large, land-embroidered tablecloth with 12 napkins for \$36. It has crochet inserts and is washable. None of the linens are locally made, but are imported from Portugal. Since this is a free port, there are excellent buys from Europe and Latin America. Indeed, many visitors have termed Aruba the "most exciting shopping boutique in the world."

The Nassaustraat is a six-block long shopping mecca. Shopkeepers speak English, as well as their native Papiamentu, a blend of Dutch, Spanish, and English. Aruba's merchants import annually millions of dollars in goods of which less than 25 percent is sold to the 62,800 local residents. The remainder is purchased by visitors.

My children, ages seven and 10, helped me pick out a small end table made from the local Kwahi tree, a hardwood with beautiful natural design work. If you tour the island, you can stop at the factory where the tables are made and buy one for far less (mine was \$20) than at retail in town. The tables are polished to a brilliant shine and are small enough to be easily transported and stored back on ship.

Among my favorite stores for browsing and smart purchases in Oranjestad were:

The New Amsterdam Store—has an extensive line of gift items, embroideries, jewelry, Dutch delft blue items, and Swiss watches. We bought three little Delft dishes

for under \$10. The New Amsterdam is a favorite one-stop linen show known for its fine selection of embroidered tablecloths, napkins, bed linens, and placemats. Copperware from Holland is a good buy here, as are hand-embroidered garments and leather bags from France and Italy.

Spritzer-Fuhrmann—Well-regarded as "the jewelers of the Caribbean," this place is an experience in itself. The famous carillon bells with revolving figurines are world-renowned, and the firm is the official Jeweler appointed by Her Majesty, the Queen of the Netherlands.

Penha—has been serving patrons in the Netherlands Antilles for more than 100 years. Features accessories for men and an extensive variety of international perfumes for women; also, designer belts, ties, and tropical clothing.

Artistic Boutique—features works of art from around the world, including an antique Thai buddha, Indian carved screens, ivory and jade figurines. Savings are up to 30 percent over stateside prices. Also has a dazzling ring collection, in addition to a wide selection of hand-embroidered napkins, guest towels, and hankies for \$1 each.

Aruba has so many great things going for it, especially its proud people, rich traditions, and colonial Dutch heritage. But unfortunately, many of the older, prettier buildings in the capital area are being torn down to make way for taller, modern structures with greater density. This is a shame, for a significant measure of the island's culture and history may go along with it. Perhaps an active restoration program is needed here, as they are doing in many of the Canadian cities I visited last year.

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Cruise News

New Fly-Free for All Carnival Sailings

Carnival Cruise Lines has instituted the most dramatic "fly-free" policy ever offered in the cruise industry, encompassing more than 80 gateway cities for all Caribbean sailings of its "Fun Ship" fleet.

Starting with departures of June 26-27, Carnival will pay the round trip air fare to Miami for all sailings of its Carnivale, Festive and Mardi Gras. The action represents the first broad-based, no restrictions free air plan available in the seven-day cruise market, in which Carnival is the world's largest operator. "We remain convinced that cruising is the best vacation value, and this bold pricing action reinforces Carnival as the best value in cruising," said Bob Dickinson, senior vice president of sales and marketing. Dickinson related how Carnival's expansion program—a plan to build three new 45,000 ton cruise vessels—makes it vital that the line continue to expand the cruise market, "even if it means a lower profit per passenger."

"We are embarking on a \$500 million investment in the future of cruising, and we will do whatever is necessary to maintain and stimulate demand in a cost-conscious marketplace," he said.

Passengers already booked beyond the June 26 date will be protected at the fly-free rates. The plan will apply to the first two passengers occupying a cabin, and includes transfers and hotel rooms where applicable. Port charges are extra.

Under the new program, an air/sea passenger from Los Angeles will now pay \$828 for a minimum cabin instead of \$1,005—a savings of \$354 per couple. Comparable savings from Chicago or Dallas would be \$264, from Seattle \$454.

Every Day Round-Trip

In her first season of every day round-trip cruises to Grand Bahama Island from Miami, the Scandinavian Sun carries up to 1,100 passengers on the \$89 round-trip cruise, which includes three surprisingly good meals, use of swimming pool, a changing room and the full range of a typical cruise experience, including night club shows, discos and a full gaming casino. The "Sun" glides away from her Miami pier at 8:00 each morning; spend four hours in Grand Bahama for swimming, shopping and sight-seeing, and is back in Miami by midnight.

By early October she will connect at Grand Bahama with the Scandinavian World Cruises flagship, "Scandinavia," the 35,000-ton giant now being completed in Europe, which will leave New York every five days year-around. Passengers from the north will carry their personal cars free on "Scandinavia," and will have several choices when their vessel reaches



Scandinavian Sun

Grand Bahama. They may vacation on the island or transfer with car to "Scandinavian Sun," and in a few hours be in Miami, handy to all of south Florida, including the Keys. Total elapsed time to Miami from New York will be three days. Another alternative is to transfer at Grand Bahama to another ship of the fleet, "Scandinavian Sea," for a handy connection for passengers and cars to central Florida, at Port Canaveral, less than an hour's drive from Disney World.

Caribbean "Rhapsody"

Paquet Cruises will introduce its newest vessel, the ss Rhapsody, in late November for an inaugural season of 7-day Western Caribbean cruises from Miami: Ports of call will include Playa del Carmen/Cozumel, Grand Cayman and Ocho Rios. According to Ruthanne Devlin, Paquet's Vice President for Marketing, "The Rhapsody will



Paquet's new Rhapsody

have a French captain and the touches for which Paquet is famous. Passengers will notice these especially in our cuisine and the complimentary wines which accompany meals." Ms. Devlin added that the ship, presently cruising as the 24,500 ton Stadenham, will be very competitively priced. A preliminary brochure should be available from the company or travel agents at the end of January.

Before the Rhapsody enters service under the Paquet flag, she will undergo substantial redecoration and many of her facilities will be upgraded. Paquet's fleet currently consists of the ms Mermoz which cruises from Miami to the Caribbean in the winter and in Europe during the summer; the ms Azur and ms Massalia, both permanently based in the Mediterranean, and the ss Dolphin which cruises from Miami to the Bahamas twice weekly. For further information and reservations contact a travel agent or Paquet Cruises (Cruise Travel Magazine), 1370 Ave. of the Americas, New York, NY 10019.

EPCOT Center Opening

Pre and post cruise options to the Orlando area are increasingly popular with cruise vacationers and this fall they will be treated to the newest Wonder of the World, Disney's new EPCOT Center. A few miles from the Magic Kingdom—and beyond the

Continued on page 65

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Charter Sailing

Discovering the good life aboard a do-it-yourself or crewed charter sailing vacation

Photo Story by Diana and Bill Gleasner

Years before the LoveBoat, we pledged a lifetime of love aboard the windjammer Stephen Taber. I was twenty and full of romantic notions. Summer school had numbed my senses. I needed to know again real things—wind, waves, sun—before

tackling my senior year in college. I wanted to exchange the salt smell of the sea for musty library stacks, the flap of sails for the buzz of my desk fan. Thoughts of inviting a girl friend were scuttled. I had been too long without my college boyfriend. When I mentioned the cruise, his enthusiasm was boundless. Which is how we came to be boarding the Stephen Taber one misty August morning.

After stashing our gear, we climbed Mt. Battie while the crew readied the ship for sailing. Our reward was a majestic view of the Camden Harbor where our bare masted

schooner waited looking like a neglected bath toy. Aboard the Taber our lives so recently regimented by work and school were suddenly and completely our own. While others slept we washed with water from rain barrels on deck. We borrowed one of the pea pods, the tiny, wobbly, pointed-at-both-ends rowboats the Windjammer towed and made the round of traps with a congenial lobsterman. We rowed through mists hovering moodily above the water, the regular dipping sound of the oars comforting in the oddly shrouded world we invaded. Huddling on dewy seats, we shared kisses and hugs as passionate as the tippy pea pod could stand—which were not very.

The private part of the day ended abruptly with breakfast. The warmth from the wood

Return to the Wind

Maine Coast Sailing Adventure Serves up a Windjammer Summer of the good sea-life. shore-side cookouts and unsurpassed camaraderie

stove, convivial sounds and the smell of strong coffee made the galley a snug haven on those chilly mornings. Our shipmates took us under a collective wing of affection. We were young and obviously in love.

Against a chorus of creaking halyards, we charted our life course. The Maine Coast, fading in and out of our consciousness, was the perfect backdrop for an enduring commitment, especially one made on the heaving bowsprit of a windjammer under full sail. It is a sure thing, that coast—rock-solid and firm with its staunch fir trees grazing a clean blue sky. The Stephen Taber was no slouch either. Built in 1871, it is the oldest documented sailing vessel in continuous service in the country and still going strong.

[Continued on page 58](#)



Volunteers made up our work "crew" aboard the Mary Day. Everyone volunteered for the shoreside lobster bake in New England's Penobscot Bay.

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More of a good thing. That's what passengers will find on the recently extended Royal Viking Star. She's bigger, better, expanded not only physically but also in entertainment and dining options. Yet she's retained her elegance, friendliness and fine service.

Formerly 581 feet long, 22,000 GRT with a passenger capacity of approximately 500, the Star underwent a modification project, the addition of a 93 foot midbody section, last fall. She's now 28,000 GRT, 674 feet in length, carrying 725 passengers.

What's new? More cabins, nine penthouse suites, a Sports Deck, a second swimming pool, snack bar, the Venus

SHIP of the Month

Royal Viking Line Lengthens a Luxury Lady

by Mary Ann Hemphill

Lounge, a larger and more elegant dining room.

The Star, new rooms and old, has a feeling of richness and elegance. Color schemes range from the vibrant reds of the Galaxy Club to the cool greys and laven-

ders of the icy north in the Stella Polaris Room.

Like her two sisterships, the Sky and the Sea, the Star features original tapestries, sculptures, paintings, and wall hangings of Scandinavian artists. Unique to the Star, however, is a promenade gallery, in the area of the deluxe staterooms, where paintings salute turn of the century Norwegian artists.

Lengthening of the Star provided a wider choice in accommodations. New cabins open in pairs from recesses off the halls and have one more closet than the original staterooms. Until the deluxe bedroom category is reached, all cabins are the same, except on Atlantic Deck where a large window re-

A NEW STAR IS BORN



places the portholes. You'll pay a higher price for a higher deck or for a tub/shower combination instead of just a shower.

Since the expansion, a smaller group of cabins on the Bridge Deck is now available for passengers. There are four doubles, the rest roomy singles—all outside cabins. As these were formerly officers quarters, they are more spacious than other cabins and have built in book shelves, desks, closets with full length mirrors. With a small seating area in the hallway and ample sunning space just aft the cabins, passengers here feel they have a private deck. But there's a tradeoff involved. While you can see ocean and sky from your cabin, you'll also look out on a lifeboat.

The midbody section added nine penthouse suites to the Sky Deck. These suites have a private balcony overlooking the sea, a good size bedroom, living room, large two basin bath area, closed circuit television system.

Just forward of the penthouse area you'll find the new Venus Lounge. The former deck tennis area was enclosed to accommodate this room, used for lectures, meeting and bridge tournaments by day; shows and dancing at night. Colors here are luxurious—dark rose chairs, deep blue carpet. Tables are white marble. A cozy bar nook is furnished in a rich purple. By day, the vast windows offer wide sweeps of the sea.

In complete contrast to the dark colors of the Venus Lounge is the nearby Stella Polaris Room, perched high above the bow of the ship. Passengers lounge in deep chairs of grey or pale lavender velour while watching the sea far below and all around them. Mirrored and glass topped tables accent the cool decor of the room, a popular spot for pre-dinner cocktails.

Aft on the Sky Deck is a new pool and bar area, already proving quite popular with sun worshippers. The round pool is just over four feet deep, more for dipping than swimming. Do your laps in the large pool on the Scandinavia Deck. Both pools are salt water, heated when necessary.

The new Sky Deck pool bar is undoubtedly one reason for this area's popularity. From 10 to 5 you can refresh yourself with an icy Norwegian beer, tall tropical drink or cooling ice tea. And if you're too lazy to change for lunch in the dining room,

want a lighter lunch than the deck buffet, or if you're just plain hungry between a couple of your six daily feedings, you can get a hot dog or hamburger here between 10 and 3.

The Neptune Bar, aft on the Promenade Deck, has been expanded, its adjoining terrace now sheltered. A cheerful, bright, sun filled red, white and blue room, it was especially busy on our cruise before lunch when the renowned Page Cavanaugh played at the new piano bar.

The reception area has been enlarged, with shore excursion, travel consultant and staff offices and a photo shop added. There's also room for display cases featuring some of the fine Scandinavian crystal and porcelain for sale in the larger Sundt shop.

The reception desk is indicative of the fine service aboard the Star—360 crew, one for every two passengers. It's open 24 hours



New for the Star is spacious sports deck with second pool; outdoor buffet remains the same—superb!

a day for your questions, travelers check cashing access to your safe deposit box.

Perched atopmost on the Star is the new astrofurfed Sports Deck. Here you'll find four shuffleboard courts and a practice golf driving net.

Another dining room, quite similar in appearance to its neighbor, was added to continue the Royal Viking tradition of accommodating all passengers in one leisurely seating. The new room, like the old, sparkles. Its carpeting is a soft beige and brown geometric pattern. Mirrored and painted panels are hung with original art works. Pillars are covered with slick marble. Floor to ceiling windows give passengers views of the sea or passing scenery. During our trip the drapes were pulled back at night so we could enjoy the full moon glimmering on the silver sea. The two dining rooms, open to each other along the sides, are divided in the center by a new pantry and breakfast service gallery.

Maitre d'Hotel Theo Savva is quite pleased with the new arrangement, saying the dining area is now more spacious. Thus, passengers are more comfortable, waiters find their work easier. The new flexibility of the room—expanded window space, added tables for two, more round tables—makes Savva's job of seating assignments easier.

But, cruise director Derek Mann emphatically states that he wouldn't have Savva's job even if he were paid \$5000 a week! "People come up at the beginning of a cruise all wanting tables for two by the window!"

Two more headwaiters supervise the dining room and a new position, that of assistant maitre d'hotel is competently filled by fun loving, solicitous Siegfried (Sigi) Hirschman.

You'll have two waiters, of European background, hovering and fussing over you, making sure that your meal is perfect. This excellent service continues after you've left when waiters reset the tables, brush off the chairs, clean their stations to perfection. Before lunch and dinner, Savva briefs them on the menu, explaining the day's specialties.

Royal Viking Line chefs recently attended a cooking school in Paris, studying

continued on page 24



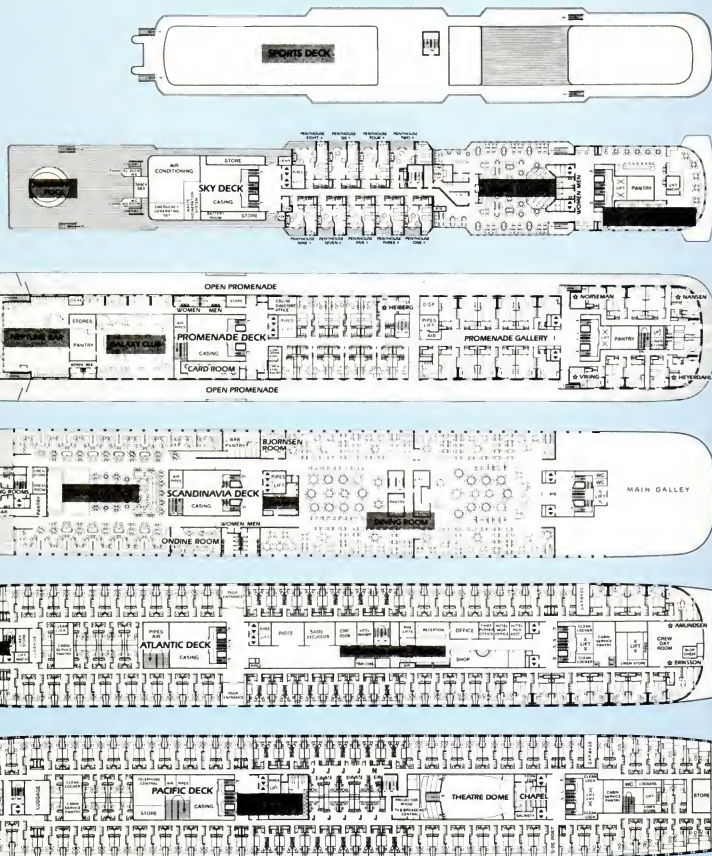
Beautifully lengthened from 22,000 to 28,000 gross tons, Star now carries 725 passengers on world-wide schedule

Royal Viking Line's STAR—Facility, Cost and Schedule Guide

To help you better understand the often confusing array of facts and figures involved in selecting your cruise vacation, we have simplified all information into one concise layout including Deck Plans. By collecting these ship "Profiles" from each

issue you will have a complete up-to-date library of cruise ship information. Watch future issues of Cruise-Travel Magazine for continuously revised material to add to your file.

Deck Plans (Dining and Entertainment Areas)



To Know Before You Go

Embarkation: At major ports, the Star will be available for passenger boarding two hours prior to the scheduled sailing time. You'll receive complete information on time and pier location with your cruise ticket.

As the Royal Viking ships sail the world, the line can advise U.S. citizens on exact documentation—passports, visas, proof of inoculations—for particular cruises.

As long as it is for personal use, there is no limit to the amount of baggage allowed. Passengers may arrange to have baggage aboard which is unaccompanied by them for a portion of the cruise. This unaccompanied baggage is carried at no cost, but at the passenger's own risk.

Bon Voyage parties may be arranged in advance through your travel agent or Royal Viking Line.

Special diets can be accommodated if the line receives notice at least two weeks prior to sailing.

Shortly after embarkation you'll receive a Ship's Identification and Landing Card. Carry it whenever you leave the ship during your cruise as it may be required by officials at the gangway upon reboarding.

Children's Fares: Children under 13 in a double room with one adult will be charged half-fare; with two fullfare adults, half the minimum fare. In suites, deluxe and single rooms, children under 13 occupying regular accommodations are charged as adults.

Third Person Fare: The fare for a third adult in a double stateroom is the minimum fare for that cruise.

Clothing: Cruises tend to be on the "dressy" side. Men are requested to wear jackets and ties, tuxedos or dark business suits at dinner on formal evenings. Ladies formal wear ranges from long gowns to cocktail dresses and dressy pants suits. Other evenings ladies dress as they would for a fine restaurant.

Money Matters: You can sign your ship-board account for all ship services and expenses—bar, wine, shore excursion, gift and photo shops, barber shop and beauty salon services, massages, American Express, Visa and MasterCard are accepted. Personal checks, subject to credit clearance, are also accepted. Funds can be advanced to Royal Viking Line prior to sailing for use during your cruise. Traveler's checks, of course, are always accepted and can be cashed at the Reception Desk 24 hours a day. Prices and currency aboard are in U.S. dollars.

Tipping: \$2.50 a day, per person, to your waiter, the same amount to your room stewardess, are suggested. On cruises of less than two weeks, these tips are usually extended at the end of the trip; on a weekly basis on a longer voyage. Bar and deck gratuities, usually 15%, are given at the time of service.

Electricity: Cabin outlets accept both 110 and 220 volt appliances. Hair dryers allowed, no converter needed.

Communications: The ship's radio station is open 24 hours for radiograms and telephone calls when the Star is at sea. The Star also is equipped with a satellite telephone system for clear ship-to-shore communication. You'll receive mail and radiogram information brochures with your cruise tickets.

Royal Viking Star Cruise Schedule

Fares quoted are per person, double occupancy, standard outside cabin. Segments of the longer cruises are available, and many cruises may be combined for longer voyages.

August 6, 1982: North Cape/Iceland-Canada-New England, 21 days. Copenhagen, Lerwick, Bergen, Geiranger, Honningsvåg, Tromsø, Reykjavik, St. John's, St. Pierre, Bar Harbor, Boston, Newport, New York. \$4,662—\$5,901.

August 27, September 10: New England-Canada. 14 days round trip from New York. Halifax, Charlottetown, Montreal, Québec, Bar Harbor, Boston, Newport. \$3,108—\$3,934.

September 24: Africa-South America. 48 days round trip from Fort Lauderdale. Bridge-town, Salvador, Rio de Janeiro, Cape Town, Lomé, Abidjan, Freetown, Dakar, St. Thomas. \$9,024—\$11,568.

November 14: Trans Canal. 17 days. Fort Lauderdale, St. Thomas, Santo Domingo, Cartagena, Acapulco, Zihuatanejo, Puerto Vallarta, Los Angeles. \$3,290—\$4,218.

December 1: Mexico. 10 days round trip from Los Angeles or San Francisco. Cabo San Lucas, Mazatlan, Puerto Vallarta. \$1,880—\$2,410.

December 12: Mexico. 7 days round trip from San Francisco. Ensenada, Cabo San Lucas. \$1,316—\$1,687.

December 19: Tahiti/Hawaii Christmas & New Year. 25 days round trip from San Francisco or Los Angeles. Nukuhiva, Moorea, Papeete, Bora Bora, Honolulu, Lahaina. \$5,825—\$7,375.

For a copy of the 110 page 1982-1983 Royal Viking Line Cruise Atlas write: Royal Viking Line (Cruise Travel Magazine), One Embarkadero Center, San Francisco, CA. 94111.



Penthouse Suite



Deluxe Stateroom



Standard Double



Single Stateroom

Royal Viking Star Facts and Features

Built: 1972 by Wartsila Helsinki Shipyard, Finland.

Extended: 1981 at A.G. Weser Shipyard, Bremerhaven, Germany.

Registry: Norway

Size: 28,000 GRT; Length: 674 ft. Beam: 83 ft.

Draught: 24 ft. **Speed:** 21 knots

Engines: 4 Wartsila-Sulzer 92H 40/48 diesels equipped with controllable pitch skew-back propellers; 7 Wartsila 824 TS diesel auxiliary engines; hydraulically operated, fully automatic Sperry retractable fin stabilizers; two 600 HP bow thruster units for increased maneuverability; twin rudders.

Fresh water is distilled by two Serck vacuum evaporators, using the heat of the cooling water from the main diesels. In addition, the ship is supplied with two steam-operated evaporators. The total daily production of fresh water is approximately 500 tons. And for laundry use, the air-conditioning system supplies 70 tons of fresh water per day.

Capacity: 725 passengers **Crew:** 360.

Norwegian officers, European staff.

Facilities: 415 staterooms—44 deluxe, 16 suites, 301 standard double occupancy, 54 singles. Completely air conditioned. Each stateroom has individual thermostat control, as well as 3-channel radio, built in bars, telephones and lock boxes. Closed circuit color TV in all suites and deluxe cabins. Dining room accommodates all passengers at one seating. Bergen Lounge (675 cap.); Galaxy Club (128); Venus Lounge (202); Stella Parasol Room (110); Neptune Bar (230); Starlight Theatre (156). Card rooms, library, beauty parlor and barber shop; hospital equipped with dispensary and operating theater staffed with 2 doctors and 2 nurses; gift shop; chapel; laundry, pressing and dry cleaning services; self-service laundrette; photo shop; two wind-sheltered swimming pools with heated salt water; gymnasium facility with exercise mats and equipment; sauna and massage rooms. 5 elevators serve 7 passenger decks.

new techniques, products and dishes. Swiss Chef de Cuisine Alwin Bachmann said that each day he spent eight and a half hours preparing 20 to 25 new dishes.

You'll see the results on the menus. New entrees, lighter foods, crisper pistachios, chilled fruit soups, fresh sherberts. During the hot weather of a Panama Canal cruise one imaginative table concocted their own desserts from the chilled soups—cream of banana, persimmon, blackberry, pistachio, mango, peach (that's only a few). Equally endless is the list of fresh sherberts that can quickly be prepared—four gallons in five minutes—in the new machine Champagne, apple, raspberry and lime are examples.

The menu is extensive and I take the time to review food at length, the quality was that high. Starting with the appetizers, you'll always find a seafood selection plus, as example, Kansas beef, fresh fruits and vegetables, pastries baked that day, local specialties such as Alaska king crab, North Atlantic halibut, tropical fruits from the Pacific. You can dine onboard for a month and never taste the same entree twice. Even after his many years at sea, the galley staff stuns Derek Mann. "It never ceases to amaze me how they can feed an average of 700 people in that dining room, with superb food, about 27 different dishes, a six course meal, in two hours. My mind boggles. I know of no other restaurant in the world that can do that."

Even the breakfast menu has changed. Additions to the already extensive selection include such goodies as blueberry or pecan pancakes, eggs benedict and a health food breakfast for those who actually follow their good intentions (I tried, but the pastries won)—apple juice, a strawberry yogurt smoothie, a toasted oats, nuts and fruit bowl, Hawaiian fruit plate and herbal tea.

To accommodate the increased passenger load and the new menu format, the galley was completely redone, with much new equipment and refrigeration added.

In addition to breakfast and dinner, you have many more chances to sample new dishes and old favorites. There's the early risers' breakfast in the Neptune Bar, mid-morning bouillon, lunch—on deck, in the dining room or at the pool snack bar—mid-afternoon tea with sandwiches and pastries, a generous midnight buffet—crab, shrimp, cold cuts, cheeses, fruits, desserts—in the Stella Polaris Room. Want more? Or a full breakfast in bed? Ring room service, available around the clock.

The deck lunch is a lavish, meticulously presented buffet of hot and cold dishes, mounds of chilled seafood, bowls of salads and fresh fruits, plates of cheeses and cold cuts, and a separate table for the delectable desserts.

The chefs reach the pinnacle of their talents, both in cooking and presentation, at the spectacular noontime Grand Norwegian Buffet, held once each cruise. Tables laden with food fill the center of the Bergen Lounge. Ice carvings of reindeer and fish and a tall butter sculpture of a magnificent Norse viking preside over trays overflowing with salads, poultry, huge barons of beef, succulent hams, whole poached salmon. Carved ice baskets are stuffed with prawns, crab, lobster. One table holds nothing but a fabulous assortment of breads—an endless variety baked into fanciful shapes. Then—the dessert table. Chocolate mousse, raspberry mousse, cream puffs, napoleons, petit fours, towering Norwegian cakes, fluffy coconut cakes, marzipan vikings sailing in a chocolate longboat. Enough said.

The Norwegian theme carries over into the evening when you'll watch crew members, dressed in colorful regional costumes, put on a polished performance of Norwegian folk dances.

Norwegian Night, like the other main evening shows, is presented in the Bergen Lounge. This is one room that wasn't enlarged to accommodate all passengers. And, despite the addition of a few more rows of seats (and the consequent shrinking of the dance floor) and alternate entertainment attractions—movie, dancing in the Venus Lounge—at times, such as the popular Norwegian Night, the Bergen Lounge is cramped.

The evening entertainment program offers more variety. In addition to the main variety show (a full scale musical production, a Caribbean carnival etc.) in the Bergen Lounge at 9:45, there's another show in the Venus Lounge at 10:45 and an act at 11:45 in the Galaxy Club, a comfortable nightclub with sophisticated decor. The evening's late nightclub show is often repeated at 6:45 the next night. While the show's on in the Bergen Lounge, you can dance in the Venus Lounge, be entertained by a singer (Beryl Davis on our cruise) and a combo. Or, after the main show, dance in the Bergen Lounge. The Galaxy Club will stay open as long as you can stay awake.

Some passengers seemed confused by all the activity. Others like myself, welcomed the variety of options.

Daytime activities have likewise expanded. So much that cruise director Mann has a huge graph of the cruise, plotted by day and hour, covering his desk to keep track of the 38 to 42 daily activities he must schedule. "That way we coordinate," he chuckles. "So we're not trap shooting in the Panama Canal."

Mann now has two assistants—Bob Overman, former winner of the prestigious Metropolitan Opera Award whose shows from the opera and Broadway musical stages are a real treat, and Peter Longley, a talented artist whose calligraphy class filled most of the Neptune Bar each afternoon.

Petite, dynamic hostess Barbara Bal-savage never seemed to run out of energy or new ideas for entertaining passengers. After seven years with the line, she's still coming up with new needlecraft projects, humorous riddles, perplexing quizzes and challenging contests. Her latest is an hour marathon walk, started and ended precisely on satellite time by a blast of the ship's whistle. The record is five miles and four laps in one hour, with aching competitors moaning that it would have been easier to run that distance. On the 1978 world cruise walkers logged 151 miles on Barbara's daily walk-a-thon.

A feature of every Royal Viking cruise is an enrichment lecturer. They've ranged from astronauts and diplomats to oceanographers and athletes. Vincent Price will give talks this summer to star passengers on antiques, the theater and cooking. John Maxtone-Graham, author of "The Only Man to Cross," will describe life on the great old ocean liners and Professor Lawrence Peter will lecture on his "Peter Principle." Author Irving Stone, a favorite with passengers, is also scheduled to return.

Entertainers on the Star and other Royal Viking ships aren't on pedestals. They become part of the ship's family, mingling and joking with the passengers. Pianist Page Cavanaugh not only entertained passengers each day at the piano bar, but all day long with his ever-ready sense of humor, non-stop repartee and infectious laugh. Magician Jack Evans—he'll teach you how to cheat at cards if you can follow his maneuvers—is quick on demonstrating the solution to the maddening Rubik's cubes—in about two minutes. And, just as you've piled your tray to overflowing from the deck lunch buffet, trim dancer Robert O'Hara, who also leads the exercise class, will just you about your horrendous appetite. And, while keeping track of it all, Mann has a laugh, a joke for everyone he meets.

Overseeing the staff is Hotel Manager Erling Frydenberg. His position heads the entire catering department. Supervising the chief purser, cruise director and housekeeping puts him in charge of such diverse areas as the print shop, galley, crew accounts and daily newspaper. Frydenberg is assisted by a Chief Steward, a new position and one which he held before being promoted to Hotel Manager.

The twenty-eight-year-old tall, blond tanned Norwegian is filled with ideas, enthusiasm, optimism and perfectionism. "We strive for one hundred percent in food and service for our passengers."

Frydenberg reveals some of his ideas. He wants more themed deck lunches, where the

Continued on page 65



New swimming pool on Sky deck

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waves of laughter

Shipboard Humor . . . or Humoring Folks Aboard Ship

In the tradition of such greats as "Who's buried in Grant's tomb?" we serve up a sometimes not-so-silly selection of true cruise comments guaranteed to drive the most cordial captain bananas

by Brook Hill Snow

Shipboard humor is unique. Over the years I have collected a drawer full of scribbled notes, anecdotes, cruise jokes and eavesdropped conversations. Much of it deals with humorous situations and naive passengers. Spontaneous and unrehearsed, innocent and good-natured, it nevertheless represents a cross section of some of the lighter moments aboard ship and is a mainstay for comedians, emcees and cruise directors.

Such as genial Gerald Lawrence, Royal Cruise Lines' cruise director, who has often been asked on Greek Island cruises, "Why did the Greeks build so many ruins?" and "Why did they have to build the ruins so far from the port?"

His favorite question was from a passenger asking how many barrels of oil the ship used per day. When he answered that it consumed about 40 tons she retorted that she couldn't relate to tons, but wanted to know how many barrels. When he told her "about 250 barrels" she asked what they did with the empty barrels.

Dennis Moir, personable manager of the Barclay Bank aboard the Queen Elizabeth 2, posts a list outside his offices that show

the relationship of the pound sterling against other country currencies, which prompted a passenger to ask, "Is that the itinerary for the World Cruise?" to which he replied, "No, sir, we aren't going to sail to Austria and Switzerland next year."

QE2 cruise director Bob Haines' favorites both concern the midnight buffet. The first which he considers a classic, is the question "What time is the midnight buffet?" followed by "Are there two sittings at the midnight buffet?"

Aboard the Doric, cruise director Stanley Kayne rolled his eyes as a passenger asked, "Everything is perfect, but why can't you do something about the weather?"

Royal Viking Lines' cruise director Michael DeHavilland has had some winners asked of him, including, "Where can we obtain Norwegian tea?" "How many fjords are there in a dollar?" "Do they use American money in Honolulu?" "Why do we have to stay up until midnight to change our clocks?"

His all time favorite came about after he had just put in a particularly exhausting day fraught with a myriad of excruciating



"Why can't we have better weather?"

problems and had stopped into a bar for a quiet moment before retiring whereupon a passenger walked over and asked what he did for a living! A man of great personal restraint, Mr. DeHavilland answered politely and went straight to bed.

It certainly was not amusing, but a peculiarity happened aboard the Holland America Statendam when they ran out of rice for their Indonesian crew members. Docking in St. Thomas, the steward dispatched a crew to buy all of the Uncle Ben's rice in Charlotte Amalie. They did, the ship sailed, and after their first meal, the crew members started to report in ill—wrong grain. So the line had to fly in the correct rice from Southeast Asia.

As a paradox, on the same cruise the line had to fly in caviar because the situation in Iran at that time had prevented their buying the usually available fine roe.

One afternoon, while standing near the photos taken by the ships' photographers, I swear I heard a woman exclaim, "I look so awful I'm going to have a facelift immediately upon getting home" to which her companion added, "I had one and still look awful."

Charlie Gibson, who alternates as cruise director for the



"What time is the Midnight Buffet?"



"Do they take American money in Honolulu?"

Emerald Seas out of Miami to the Bahamas and the Azure Seas from Los Angeles to Ensenada, is amused when, frequently, he is asked, "Do these stairs go up or down?" and "Will this elevator take me to my cabin?"

It's too cold, it's too hot, is often a complaint as people do have their preferences; but maitre d'hotel James Murray in the QE2's Princess Grill was left speechless when a patron complained that the ice was too cold! On the other hand, a Costa bartender was told his "ice was nothing more than frozen water."

Although safety is primary, ship captains do have their little games. One occurred when Capt. Bob Ellingham was taking the Sun Princess into Cabo San Lucas. The sea was too choppy to allow passengers to go ashore, so they prepared to lift anchor and leave. As a courtesy to the Royal Viking Star, just entering the harbor, he called and advised the Star's captain of the situation, whereupon the Star's captain turned his ship and headed at top speed for the next port for both ships—Puerto Vallarta.

Now it was common knowledge that the Mexican port had docking space for one ship only, others had to anchor and tender passengers ashore. Knowing this, the Star captain attained cruising speed as rapidly as possible in order to beat the Sun Princess to the sole docking space.

Ellingham informed his passengers of the race and made a guess on when they would pass the Star, knowing full well that although the ships had identical engines, his Sun Princess was lighter, thus faster. They overcame the Star at midnight to the amusement of all who had lined the railings.

When rough weather has delayed port arrivals, worried passengers inevitably ask ship officers if the vessel will wait for the tour busses to return before sailing. Come to think of it, that's not such a silly question, especially for first-timers.

Good-natured humor is evidenced on the Mississippi Queen and Delta Queen as these "boats (not ships)" ply the inland waterways with their individualistic words such as "stage" for "gangway," "floor" for "deck," "wall" for "bulkhead" and "miles" for "knots." Even the veteran sea-going cruise passengers never get used to the unfamiliar jargon.

Costume parties aboard ships provide their share of mirth such as the time one ingenious lady aboard the Royal Caribbean Cruise Line Sun Viking won first prize when she strapped a pair of toilet seats over her shoulders to hang down in front and back and went as First and Second sitting. Or the elderly woman who with

enterprise had a bikini designed for her ample proportions, tied an eggbeater to her derriere and went as a motorboat.

Other forms of interesting humor arise from the many expressions we use regularly that had their origin with ships. For instance, the "gimlet" was created as a "healthy" cocktail by British naval surgeon Sir T. O. Gimlette who believed it unhealthy for his naval officers to drink straight gin, so he insisted they add lime juice.

To be "on an even keel" obviously came from the expression used aboard ship that indicated the vessel was steady or in balance and sailing evenly. "Ship" was originally an English scip; boat came from the Norse word *batr*. Vikings were normally right-handed, so they put their rudder or steering board (English steer-board) on the right side of the boat. Obviously, this board interfered with docking, so the other side became the port side. Right became starboard.

The ration of spirits issued to British seamen was called "grog" after Admiral Edward Vernon who ordered the rum ration diluted with water. He had been called "Old Grog" because he wore a program coat. To become groggy means to become intoxicated.

A shipboard favorite is Lobster Newburg, which, oddly enough, was originally called Lobster Wenberg when created at New York's Delmonico's in honor of sea captain Charlie Wenberg who had found the rich sauce (egg yolks, sherry, thick cream and cayenne—the magic ingredient) while on a South American voyage. It was a popular item on the menu for a month until Wenberg got into a fight in the restaurant, making Lorenzo Delmonico so mad he changed the name to Newburg by reversing the first three letters of Wenberg's name.

There is also a legend that the term bridge aboard ship came about during nights when seamen had to climb riggings in order to trim the wicks on the green port side and red starboard side lamps. In order to save time and effort, someone installed a convenient bridge between the two signal lamps.

John Lane, former cruise director for Sun Lines, tells me he's had a number of passengers over the years who packed everything but their sleeping apparel in the luggage that was placed outside their cabin the night before final debarkation. Unable to get dressed in the morning, they had to wait in their cabin until all passengers cleared customs before recovering their luggage for proper clothing.

Prior to that, Lane had been shore excursion director for the Queen Elizabeth 2 and recalled a most frustrating experience when a passenger missed the St. Thomas sailing. "He spent four of the next five days at various ports as he tried to catch the ship by island-hopping inter-island air. We saw him dockside twice as we sailed, but you just can't hold up a 65,000-ton ship with 1,800 passengers for one person."

Naming ships is often a difficult chore. Carnival's *Tropicale* was almost the *Fiesta*. Along with their *Carnivale* and *Festivale*, one was suggested they have a diet cruise and call the ship *Metracale*.

In medieval days a purser was someone who was a purse-bearer or treasurer. The title is still used on many cruise ships, but Chief Purser Alberto Caroli of Home Lines is not pleased with the title. "We are called everything from 'purses' to 'purseurs' and there aren't too many passengers who understand just what we do. I much prefer the title of Hotel Manager, which is a title that more accurately describes our duties."

Aboard a recent Costa sailing to Nassau, cruise director Jim Snowden in his regular shore excursion presentation stated that they were staying overnight in the port. One woman quickly interrupted by asking "Is Costa going to find hotel rooms for the passengers?" He was too startled to reply.

Being relaxed is a key to cruise ship pleasure and humor plays a large part in everyone's enjoyment . . . for as the smart traveler knows, "Laugh, and the world laughs with you . . ."

Ella Wheeler Wilcox (1850-1919)

CT

The Growing Carnival Fleet

AFFORDABLE and FUN!



by Mary Ann Hemphill

Last year Carnival Cruise Lines sailed smoothly through the rough seas of a troubled economy. Although 1981 wasn't a particularly good year for the cruise industry, it was great one for Carnival. The ships sailed full, a new ship prepared for her debut, three more ships were ordered.

What's the secret? "We charge the right price for the right product," says Micky Arison, President of the Miami based line, the world's largest seven-day cruise line. "We concentrate on really enjoying a seven-day vacation without financially breaking the middle class buyer. We have an affordable, consistent, fun product." Micky's the son of Ted Arison, founder, now chairman, of the line.

Seeing a tremendous potential for cruising, in 1975 Ted Arison accepted full ownership of the Mardi Gras, which had been operating unprofitably for three years. She'd been purchased in 1973, the former Empress of Canada, through a \$6.5 million financing deal with AITS, Inc., of Boston. By the time the backing company offered its interest to Arison, the three-year-old subsidiary had plunged to near bankruptcy.

A month after Arison's assumption of ownership, the Mardi Gras showed a profit, sailing at over 100 percent occupancy through 1975.

The Mardi Gras' success led to the purchase of her sister ship, the Empress of Britain, in late 1975. She was renamed the Carnival.

Continued demand and success put the line in position in 1977 to purchase the 38,000 GRT S.V. Vaal. After a \$20 million refurbishing in Japan, she set sail as the Festival in 1978.

The key element in this rapid success was

the "Fun Ship" concept—an idea which changed the traditional concept of cruising between ports from a relaxing mode of travel into a total recreational experience.

Bob Dickinson, Senior Vice President of Sales and Marketing, developed the "Fun Ship" formula in 1973 when the line's first ship was merely the "Mardi Gras of the Golden Fleet"—no marketing image, no catchy slogan, no niche in the marketplace.

Just what is a "Fun Ship?"

Dickinson explains that the first requirement for a "Fun Ship" is a large vessel, and Carnival has four of the 11 largest cruise ships in the world. This large size provides for a variety of activities and rooms for mood changes.

For example, each ship carries three bands. During an evening on the Festival you'll find an island band strumming tropical tunes in the tradewinds Club, an orchestra with a Big Band sound in the Copacabana Lounge and a smaller, more romantic band in Le Cabaret nightclub.

By mixing with the passengers, finding out the type of music they like, Carnival disc jockeys typically keep the large elaborate discos throbbing until four in the morning. One night the music could be country/western, the next a Latin beat or Golden Oldies from the fifties and sixties.

All ships have full gambling casinos—blackjack, craps, roulette, slots (starting at a nickel), a wheel of fortune. Except the one evening spent in port, entertainers present two different nightclub shows.

By day, lively passengers join in the Grandmother's Bragging Party, complete with champagne, in the mock TV game shows, beer drinking contests (the record—a yard of beer guzzled in 17 seconds), a male nightgown party, deck and pool games. Passengers work out in full gyms, some with Nautilus equipment, relax with a massage and sauna. Movies screen six times daily.

While activity runs non-stop, passengers are never forced to participate. The large ships offer plenty of room to be alone, to quietly unwind. The large number of passengers aboard (900 to 1146, base capacity) insures enough participation to guarantee a high spirited cruise. In fact, these options reflect the reasoning behind the "Fun Ships"—choice. The choice of activities, the choice of moods, of rooms, of participation, of solitude.

The second element of the "Fun Ship" is the employment of the shipboard entertainers as members of the cruise staff. They mix with passengers, providing them with good service, thus creating a warm, friendly

atmosphere plus a better rapport with a more appreciative audience at show time.

Lastly, Dickinson emphasizes that, "The main reason for fun ships is that we have fun passengers." The typical Carnival cruiser is unreserved, looks for a good time and is more comfortable with informality.

Carnival fills its ships with fun-loving passengers by pursuing an aggressive marketing program. Identifying 21,000 travel outlets—agencies and auto clubs—the line set a goal of calling on all of them by April, 1982. And when booking patterns indicate very short lead time, a hot line is equipped to accept reservations until the very last minute.

According to Dickinson, the marketing department considers itself not just a "brochure pusher," but a consultant to help the travel agent understand the product, to sell it to the right people. For the true gourmet, wanting sophisticated dining, or for those who prefer a more formal atmosphere, where coat and tie are worn every night, a Carnival cruise is not appropriate. Taking a long term view, Carnival would prefer to miss a sale to this person rather than have an agent sell the wrong ship and lose a client.

Not only are Carnival trips targeted to a broad market, they are priced for broad appeal. Dickinson explains that the cruises are priced according to the assumption that the ships will be full. Other lines, he says, typically price at a predicted 80 to 90 percent occupancy. Thus, Carnival prices, in many cases, are 10 to 15 percent lower than competitors'. With this attractive pricing, the assumption becomes self-fulfilling—the ships sail full.

Arison is emphatic that, "Cruising gives good value for the dollar, and Carnival



Micky Arison, President



Bob Dickinson, Senior Vice President

gives the best value in cruising."

Carnival cruisers find that their vacation dollar buys them round the clock room service, full breakfast in the cabin or dining room, a buffet lunch on deck or a five course meal inside, a seven course dinner, mid-morning and afternoon snacks, two late evening buffets, including one gala buffet lavishly enough to pose for photographs.

The line recently took over complete control of its food operations, under its own corporate food operator, Sea Chest. The middleman's profits were then given to the passengers in the form of wider food choices and upgraded menus.

Special amenities add further value to the passengers' travel dollar. For example, when the Mardi Gras began a new itinerary to the Western Caribbean, creative touches related the "Fun Ship" concept to the new ports. Tequila cocktails and mariachis added a Mexican flavor for calls at Cozumel. Turtle soup saluted Grand Cayman, coconut rum drinks and steel bands for Jamaica.

In addition to a new itinerary, the Mardi Gras underwent a complete restoration in 1981. Woods were refinished, brass polished, new draperies, carpets and wall coverings put in public rooms. Bright graphic designs replaced floor tiles on the enclosed promenades. Similar refurbishing was recently complete on the Carnival.

Carnival Cruise Lines began 1982 on an upbeat with the debut of the 36,000 GRT, 1,022 passenger gleaming Tropicaire. She's termed the "ship of the 90's" for her ultra modern technology, fuel saving system and departures from usual ship-board design. After plying Alaska's Inside Passage this summer, she'll make Los Angeles her home port for seven-day cruises to Mexico. Since no line currently on the West Coast offers Carnival's prices or consecutive seven-day cruises, the outlook for the Tropicaire would seem bright.

As Carnival ships are sailing at full capacity now, the line will need new berths to fill future demands of predicted growth. Thus, Carnival has announced the building of three new sisterships, a financial commitment of over a half a billion dollars. Scheduled for delivery in late 1984, 1986 and 1988, the ships are termed "jumbo Tropicaire"—45,000 GRT, 1,400 passengers. Two will operate out of Miami, one out of Los Angeles, all on seven-day itineraries.

Forecasting a stronger economic situation in the mid-eighties, Arison states the optimistic reasoning behind this huge commitment. "If we're doing well in a down market, can you imagine the future?" **CT**

1982-83 Carnival Cruise Schedule

Carnivale 7-day eastern Caribbean cruises, round trip from Miami every Sunday. Samana, San Juan, St. Thomas.

Festivale 7-day eastern Caribbean cruises, round trip from Miami every Saturday. Nassau, San Juan, St. Thomas.

Mardi Gras 7-day western Caribbean cruises, round trip from Miami every Sun-

day. Cozumel, Grand Cayman, Ocho Rios. **Tropicaire** Beginning September 19, 7-day Mexico cruises, round trip from Los Angeles every Sunday. Puerto Vallarta, Mazatlan, Cabo San Lucas.

June to September (1983), the Tropicaire will be under charter to Westours for 7-day Alaska cruises, round trip from Vancouver every Saturday. Ketchikan, Juneau, Sitka, cruise Glacier Bay.

All four "Fun Ships" are common-rated with fares beginning at \$760 and all inclusive "Fly Aweigh" add-ons available from

108 cities. This package includes round trip airfare, escorted baggage pickup and transfer to the pier.

A limited number of cabins have been set aside on a guaranteed share basis of four passengers in a cabin, \$450 each.

In the event of a price increase, deposited or fully paid passengers will be protected at these rates. (The above terms apply only to Caribbean and Mexico cruises).

For more information: Carnival Cruise Lines (Cruise Travel Magazine), 3915 Biscayne Blvd., Miami, Florida 33137.



PREVIEW—Carnival Lines Tropicaire by Jim Kerr

The Tropicaire, built at a cost of about \$100 million at the Aalborg Vaerft Shipyard in Denmark, arrived in Miami December 21, 1981. The 36,000 ton ship sailed with her first contingent of regular passengers on weekly voyages to the Western Caribbean and was then chartered by Westours for Seattle for Alaska cruises until this September when she will be repositioned permanently in Los Angeles for seven-day cruises to Mexico.

Los Angeles officials and West-Coast cruisers should be impressed. While most cruise lines buy existing ships and refurbish them, the Tropicaire was built from scratch over three years. Everything is bright, clean and new. The galley is spotless. The cabins look and smell like a furniture showroom. The carpeting in the straight, padded passageways, was put in just a few days before the Tropicaire sailed on her first cruise.

Space age and computer technology, not generally associated with the hedonistic pleasures of cruising, have been incorporated into the world's newest ship to make it more efficient, safer and, best of all, more fun.

Signals from the Tropicaire are bounced off orbiting satellites to determine the ship's exact location. A computer system monitors virtually every function of the vessel from the air conditioning to the engine bearings, and 800 sensor-equipped alarm points report any malfunction. Every cabin has video screens and closed circuit television for live broadcasts of news and sports events. Instead of a movie theater, popular films are shown several times a day on the cabin TVs, as well as special announcements and port of call presentations.

The ship is also a floating refinery, producing its own fuel, a very low grade petroleum product used by the ship's twin diesels. In fact, fuel efficiency is at a level where the Tropicaire uses forty-five per cent less than other ships on similar seven-day voyages to the Caribbean from Miami, a savings of \$10,000 a day!

As notably different as she is in outside appearance, it's inside where passengers are really impressed. A circular staircase with suspended granite steps, glass banister and brass handrail leads up from the main foyer to a mall on the deck above where mirrored ceilings make the gift shops and boutiques look twice their real size. Hanging tapestries adorn this staircase as well as the stairwell that traverses five decks terminating at the Palm Restaurant on Riviera deck. This 658-seat dining room features a glass and mirror chandelier, wood paneled walls edged in brass, bronze mirrors and acoustic ceiling panels finished in gold and platinum lacquer with recessed lighting.

The cabins are large and brightly decorated with beds that can be used as twins or put together by the steward as a queen size. There are no cabin keys. Instead, passengers gain access to their cabins—which lock automatically—with coded cards they slide in a slot in the door. These cards are not marked with cabin numbers, making for better security but causing some frustration on the part of passengers who forget where their cabin is located.

The Tropicaire's casino is second in size only to the Festivale's as a floating gaming room with 14 blackjack tables, two crap tables a roulette table and wheel of fortune. Down the way from the casino is the Extra-D Disco with its own brand of flashing neon lights which vibrate in the walls with the music. And when you tell someone you will meet them in the "Boiler Room," you don't mean a greasy place down below. In this case, it's a bar and grill up high on Lido deck with colored pipes running along the ceiling and furniture with engine parts and fittings embedded in clear plastic table tops. A unusual spot that's as unique and appealing as so many other innovations aboard Carnival's new ship.

A complete Ship-of-the-Month profile of the Tropicaire is up-coming in our next Sept-Oct issue.

CRUISE BASICS

What You Don't Know
Is Worth Knowing Too!

by Stan Horn

Making waves over the highlights of shipboard life is becoming passe now that word has pretty well spread about the many pleasures of cruising.

You've heard all about those quaint destinations cruise ships sail to. And you've already gained seven pounds reading about those six-course meals served five times a day. And you know for sure how romantic it would be gazing at the moon from a liner's deck late some warm evening, arm in arm with your favorite. What, then *don't* you know that is every bit as important to your enjoyment of a cruise? For starters:

How are specific cabins assigned? With hundreds of accommodations designed and located to appeal to varying tastes and budgets, it's surprising that this subject doesn't come up more often before, rather than after, you walk aboard.

Within each rate category, cabins are generally assigned in the order in which bookings are made and payments received. Preferred positions—preferred because of proximity to dining rooms, shops, and ship's center of gravity where the perceived sense of motion is minimal—are granted first upon request. Often previous passengers on a particular ship specify favored cabins they've spotted on earlier trips. The later your booking, the more likely your cabin will be forward or rear of the center and on a lower deck, where there are portholes instead of windows. But unless the seas are unusually rough, there's little dif-

ference in the ride wherever your cabin's location.

How are dining room tables assigned? "You'd be surprised at all I know about you before you even come aboard," exclaimed one line's maitre d', his eyes atwinkle, in answer to that question.

When you spend the largest part of your cruise day at table, you're concerned that you'll be with a compatible group at meal times. Surprisingly, you usually are.

Before he selects who sits with whom at the more than 100 two- to ten-place tables likely to be in his dining salon, the maitre d' carefully and diplomatically consults his intelligence file on each passenger.

From traveler information questionnaires, he knows your age; occupation; marital status; home town; country of citizenship; whether you've sailed with the line before (qualifying you for membership in the line's exclusive previous passengers club and giving an inkling about your economic status); whether you prefer a table for two, ten, or some number in between; names of passengers with whom you wish to be seated; and whether you prefer a no-smoking table. You may also request to be seated at the table of one of the many ship's officers: chief purser, cruise and entertainment director, ship's doctor, etc.

The result is usually a good mix, with no retired grandparents seated next to a trio of super-energized pre-teens. When a rare mis-match does occur, discrete changes can usually be made upon request to the maitre d'.

Food: From foreign ports or local? Certain regions are known for their local delicacies: e. g., lobster in New England and eastern Canada and salmon in Alaska and western Canada. Some passengers are influenced in their cruise selections by such factors. While most ships take on all their provisions at the originating port, others strive to take advantage of local specialties. Royal Viking Line, for example, has a purchasing manager who scouts its ports around the world arranging for his line's ships to take on lobster and other fresh local delicacies for prompt service in on-board dining rooms.

Can one predict passenger ages? A good rule of thumb is that the longer, more expensive, and, some say, the more northerly a cruise is, the older the average passenger will be. One- and two-week cruises tend to attract more of the working-age crowd, while the time and money necessary for long voyages is generally the province of the more mature. Easter, summer, and Christmas vacation periods find the largest proportion of 30- and 40-year-olds, whose holidays must be influenced by school patterns. Then there is the growing trend toward short three and four day cruises attracting more teens and singles.

As cruising has become more popular and competition among lines has increased, travelers representing a wider range of economic backgrounds and ages are choosing ship vacations; many see cruising's single-price, single-unpacking feature as the

most economical and convenient vacation package on the market.

What's the married/single passenger ratio likely to be? Most cruises attract both married and single passengers of various ages, but marrieds/pairs consistently outnumber singles. That's no reason for individual travelers to avoid cruises, however, since even a lopsided ratio will contain scores of single passengers and crew members among a ship population of more than a thousand. And with the myriad of organized and free-form opportunities to meet, there is every likelihood that single travelers seeking the acquaintance of same will not be disappointed. Bridge, dancing, backgammon, exercise, needlepoint, and chess lessons; navigation bridge, control room, galley, and shore tours; singles, captain's, and passenger parties; chance encounters at poolside, promenade deck, sauna, enrichment lectures, library, game room, bar, beauty shop, barber shop, after-dinner show, and dance floor; and almost continuous mealtimes provide more than enough potential for both singles and marrieds to meet compatible acquaintances.

Check with your travel agent about possible "singles-oriented" cruise offers. Also, there are agencies such as Singleworld that specialize in this area. Write them at Gramercy Singleworld (Cruise Travel Magazine), 444 Madison Ave., New York, N.Y. 10022.

Are you "out of touch" at sea? Only if you want to be. On all first-class ships, telephone calls and radiograms can be sent and received. On the more advanced liners, excellent telephone reception is available via communications satellites, an improvement over conventional radio circuits which are subject to interference. Radio news from the commercial networks is picked up and broadcast to cabins. Wire service news and financial reports are received and posted or published in a ship's daily newspaper.

Which routes have the calmest waters?

There are two major routes from U. S. Canadian ports served by ocean-class liners where most cruising is on calm inland waterways. They are the British Columbia/Alaska "Inside Passage" from San Francisco and Vancouver and the New England/Canada route on the St. Lawrence River from New York City. The popular Alaska route features stunning scenery and is now served each summer by a dozen liners. The St. Lawrence route, also a summer one, highlights inviting cities like Quebec and Montreal; it has been developed as a major destination this year by Royal Viking Line's *Royal Viking Sky*, Norwegian American Cruises' *Sagafjord*, and Bahama Cruise Lines' *Veracruz*. Over-ocean routes radiate to the Caribbean islands from Florida, New York City, and occasionally Gulf of Mexico ports; to Mexico and the Pacific from San Francisco and Los Angeles; and through the Panama Canal from both coasts.

Those trips give travelers more sense of being at sea, but they can be perfectly calm,

Continued on page 54



Ship personnel know a good deal about likes and dislikes of passengers; strive to meet individual needs.



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SHIPS IN THE MOVIES

by Bruce Chadwick

Over the years film studios have found success formula aboard ships where romantic affairs, doom and disaster, thrill audiences with an escape from reality and keep 'em coming back for more



Moviegoers love shipboard disasters. For decades, millions have thronged to see great liners gripped in the throes of adversity. Heros and heroines are invariably caught up in a race with time as giant sea-going behemoths meet their fateful end. Whether in the first reel or the last, viewers watch spellbound as miniature props (or the real thing) get blown up, burned, fall victim to stray icebergs, or some such malevolence dependent upon the director's whim. Audiences thrill to the sinkings. Shipline executives blanch at the thought. But the films make big money and surprisingly, become a kind of unique positive promotion.

Hollywood has been grinding out movies about life aboard ocean liners for years, and not all of them have been disaster films like "Poseidon" or the spate of films about the sinking of the "Titanic." There have been murder mysteries, spy intrigues and dozens of romances. Except for South Pacific Islands or Caribbean beaches, few settings smack of glamour and excitement like the deck of a cruise ship.

The cruise films started in the 1930's and were an immediate hit. Professor Theodore Ross, of New Jersey's Fairleigh Dickinson University and the author of several books on films, said cruise ship movies were a natural then.

"In the '30's, everyone was broke and could not afford trips of any kind. They yearned for fantasies, and nothing was as exotic as a cruise ship. It was something the average person could never experience, so they dreamed about it. Hollywood thrives on dreams and saw ship movies as perfect escapism for Depression era audiences. People loved anything removed from the grim reality of their lives," said Ross, who said that cruise films have changed over the years depending on public taste and needs.

"When you moved into the 60's and 70's

you had the disaster audience. This audience was looking for trouble in exotic places and, sure enough, there was the "Poseidon Adventure" and some made for TV chillers. The jet airplane thrived in this mood, too, with all those 'Airplane' disaster films," said Ross.

"After that, in the late '70's, people were looking for very soft, light films and TV shows and we got the 'Love Boat.' I'm not sure what the next cycle will be, but ship films will be in it. That's for sure. People love them" he said.

There have been all kinds of cruise movies. Even the venerable Marx Brothers made a cruise movie, "Love Happy." Every theme imaginable has been hit by film producers on board ship. There have even been landmark scenes on ship films, like the footage of Paul Henreid sexily lighting two cigarettes on the deck of a ship and casually handing one to Bette Davis in "Now, Voyager."

There was the all purpose suspense film, "History is Made At Night," in 1937, starring Charles Boyer and Jean Arthur. In it, in the persona of two very big box office stars, Arthur, leaves her boyfriend, who owns a shipping line, and takes off with her true love—on a cruise on one of the former Romeo's ships. Enraged, he orders the captain of the ship to sail much faster than prudent through iceberg territory. The shipping magnate hopes the ship will hit an iceberg and sink. And, of course, it does. The lovers (they became the lovers in the remake, "An Affair To Remember," exactly 20 years later) refuse lifeboat help and vow to die in each others arms on the ship. Well, in those days of happy endings, they don't. It was a tearful finale and rescue, certainly a three handkerchief finish. People loved it.

Earlier, in 1929, an unknown director named Alfred Hitchcock made what purists

Kenneth More portrays Charles Lightoller, senior officer saved, in 1958 British film "A Night to Remember," a more technically accurate version of Titanic disaster than earlier 1953 effort (left and below) where Clifton Webb comforts his son (Harper Cartier) during final minutes. Although funnels were out of scale to original ship, model made a dramatic scene.





Panned by critics, "Poseidon Adventure" was one of greatest shipboard disaster films and a box office bonanza. 20th Century's 1972 classic fulfilled audience appetites with top cast shown above as they search for escape.

still consider one of the finest films—ever—about cruise ships. It was "Rich and Strange," and it combined a carefully plotted melodrama, a dash of romance, tension and, tucked nicely between reels, one of the first film morals.

In "Rich and Strange," a married couple living one step above poverty in London inherits a large sum and decide to become members of society—dressed to the nines if not the nines—and take a world cruise. Their ship is captured by pirates and they are humiliated, even forced to eat a dead cat

(that's humiliation!) and learn, be it ever so humble, that not only is there no place like home, but no lifestyle like your own lifestyle. They were better off safe and poor than rich and confused. The ship, of course, sinks. They are, of course, rescued with only seconds to go in the final reel.

On the comic side, "The Lady Eve" one of Barbara Stanwyck's best efforts, was a cruise film.

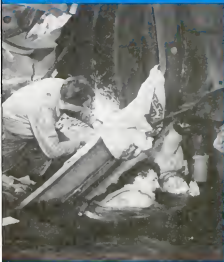
"The cruise films with the biggest stars worked best," said Prof. Ross. "Because

Continued on page 46



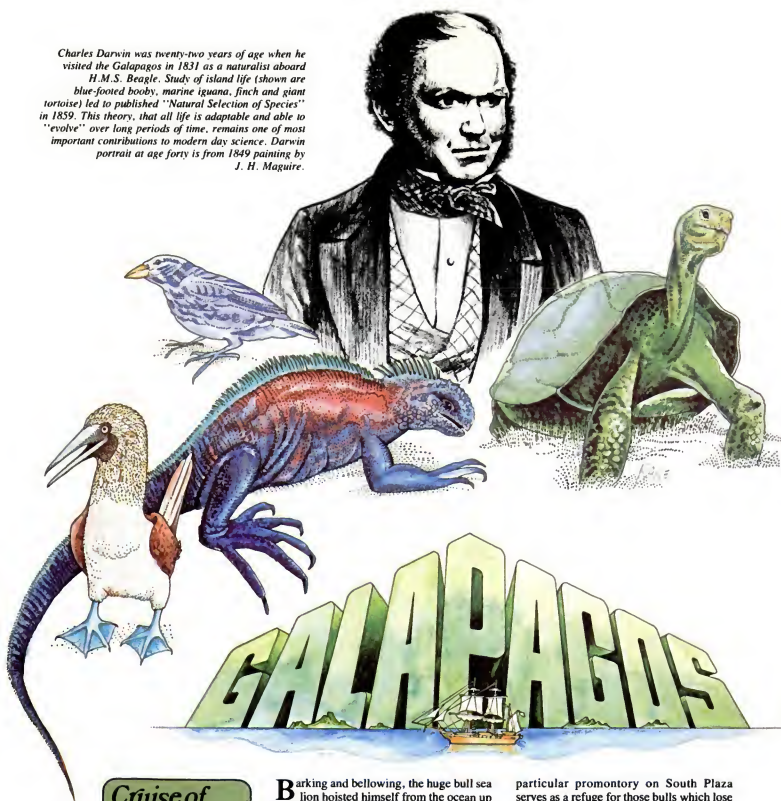
Berthed as a 400 room hotel-entertainment center in Long Beach, California, the Queen Mary has hosted more movie crews, including "Poseidon," than any other ship.

Authentically filmed aboard the Ile de France, MGM's "The Last Voyage" was released in 1960 and was an exciting forerunner (if not nearly as profitable) as the ship disaster champion "Poseidon Adventure." Here, Robert Stack holds Dorothy Malone's head above rising water as Edmond O'Brien uses a cutting torch to free her. With but seconds to spare they race to safety as ship predictably explodes and sinks.



On a more romantic note, Cary Grant courts Deborah Kerr in 20th Century Fox's 1957 ship classic "An Affair to Remember" (Note use of "lawn" chairs).

Charles Darwin was twenty-two years of age when he visited the Galapagos in 1831 as a naturalist aboard H.M.S. Beagle. Study of island life (shown are blue-footed booby, marine iguana, finch and giant tortoise) led to published "Natural Selection of Species" in 1859. This theory, that all life is adaptable and able to "evolve" over long periods of time, remains one of most important contributions to modern day science. Darwin portrait at age forty is from 1849 painting by J. H. Maguire.



Cruise of the Month

Edgar and Patricia Cheatham are well known to our readers for their unique adventure stories to remote areas of the earth. In recent issues they have taken us on fascinating trips down Venezuela's Orinoco River and back through time to Jordan's Lost City of Petra. Here their first-person photo-journal feature explores the Galapagos Islands—a diverse blend of plant and animal life synonymous with Charles Darwin's *Theory of Evolution*.

Barking and bellowing, the huge bull sea lion hoisted himself from the ocean up the sharp, steep cliffs of South Plaza Island and maneuvered, all wet gunmetal-black grace and menacing muscle, to a warm spot on the summit. We were close enough to see droplets of water clinging to his whiskers. Rolling his thick neck as if it were on ball bearings, he seemed to notice us for the first time. And he roared, as if to say we'd best not miss the point.

"Better step back," our naturalist-guide cautioned. "You don't fool with Mother Nature, especially wrapped up in 700 pounds of bachelor sea lion!" This was but one of many phenomena we were to encounter in these "islands lost in time." The

particular promontory on South Plaza serves as a refuge for those bulls which lose control of their harems of cows after fierce fighting with a younger and stronger bull. Once defeated, the bachelor bulls come here to join their peers in sorrowful solitude. As we continued along the pathway to investigate the small island further, the aged bull, his days of valor done, gazed out to sea, wistful and forlorn.

It was our third day exploring the Galapagos aboard the cruise ship *M/V Buccaneer*, just long enough to determine for ourselves each island's distinctive character. On the first day, we had climbed a carefully marked but tortuous path winding up the volcanic valley-of-the-moon surface of



M/V *Buccaneer* anchors off Hood Island and sleeping sea lions. Passengers can enjoy scuba diving on James Island along with up-close view of unique marine life, fierce looking but gentle iguanas and world's largest tortoises, that played so important a role in Darwin's evolutionary theories.

forbidding-looking Bartholomé Island. An occasional lava lizard scuttled across our path, the only apparent sign of life except for jaunty dwarf cacti sprouting from the rocks, and scattered clumps of the remarkable *scalsia*, a tree-like relative of the sunflower, found only in the Galapagos. At the top, buffeted by a wind so strong and surprisingly cool it was difficult to keep balanced, we were rewarded by the serene vista

that has become the Galapagos' identifying trademark—the deep protected curve of Sullivan's Bay at James Island, bordered with fine sand beaches and guarded by towering basalt pinnacles.

The next morning, a bit stiff but increasingly sure-footed, we had clambered more confidently over the lava rocks at our landing site, Tagus Cove on Isabela Island, careful not to dislodge statue-still brown peli-

cans while marveling at our first glimpse of the fabled flightless cormorants drying themselves on a rocky ledge, stubby vestigial wings extended outward. With our guide, we followed the carefully marked pathway—relentlessly up and up—amid scrub growth, prickly pear cactus and stands of palo santos trees, to look almost transfixed into Darwin Crater filled with water of a distinctive blue-green color caused by lay-

"The natural history of these islands is eminently curious, and well deserves attention . . . The archipelago is a little world in itself . . . Considering the small size of these islands, we feel more astonished at the number of their aboriginal beings, and at their confined range."

—Charles Darwin, October 8, 1835, *Journal*.

Galapagos Fast Facts

Location: The Galapagos Islands are situated in the Pacific Ocean approximately 600 miles west of the coast of Ecuador, to which they belong. The Archipelago consists of 19 main islands along with a number of small, rocky outcroppings. The total land area is about 3,029 square miles. Three of the main islands lie north of the equator, which passes through the northern part of Albemarle Island, with the remainder lying to the south.

As of a mid-1974 census, the population of San Cristobal was listed as 1,912; Santa Cruz, 1,419; Isabela, 453; Floreana, 66; and Baltra, 84 with a total of 3,934 inhabitants. The Galapagos has been established as an insular province of Ecuador with the capital at San Cristobal. The official Ecuadorian name of the islands is *Archipiélago de Colón* in honor of Christopher Columbus, though this designation appears only in official government correspondence.



Climate and Clothing: The Humboldt Current from Antarctica passes toward the islands, producing a fairly moderate climate in spite of the equatorial location. From December to June, a delightful time to visit, the weather is cool, seas calm and the skies a bright blue between short rain showers. From June to November the weather is rather cool, windy, and seas tend to be a bit choppy on occasion.

Summer clothing is appropriate for visiting the islands, with sweaters or jackets for cool evenings. Always wear a cap or hat while touring ashore, since the tropic sun can be fierce even when the weather may be to the cool side. It's also advisable to bring a sun screen lotion or cream.

Island Names: All of the main islands have at least two names, one in Spanish, the other in English. A few also have an additional name in more common usage. The government of Ecuador regards the Spanish names as "official" even though they may not always be used in international parlance, at least where visitors are concerned. Among the major islands, for example, Albemarle is the British name for the largest one, but it's currently called Isabela; the site of the Charles Darwin Research Station was named Indefatigable by the British, but everyone calls it Santa Cruz. Hood Island is officially Española, though English-speaking visitors find the British name more manageable. San Cristobal is far more convenient to use than its other names of Chatham, Dassinney or Grande. Another of the islands was dubbed Charles by the British, Santa Maria by the Spanish, but everyone calls it Floreana.

The names used in the text of the article are those applied to each of the islands by the capable young naturalist-guides aboard the *MV Buccaneer*.

ers of ash from a long-ago volcanic eruption. No one knows how deep the crater is, our guide explained, but its waters contain two or three times the salinity of those in the oceans. Beyond the crater, the pathway led to a vantage point toward the center of the island, largest in the Galapagos Archipelago. The cones of half a dozen volcanos, the tallest one soaring to 5400 feet, dominate the barren landscape, brooding and eerie.

The most famous of all visitors to the Galapagos, 26-year-old Charles Darwin came to the Archipelago in 1835 aboard the British survey ship *H.M.S. Beagle*, on which he was serving as a naturalist. His stay of approximately five weeks—September 15 to October 20—coupled with astute observations of the unique natural life in the islands furnished the intellectual key to his famous and still-controversial theory of evolution. Darwin was always anxious to spend as much time ashore as possible pursuing his investigations and also to escape the ever-present affliction of seasickness. He wrote details of his findings and thoughts in notebooks during the globe-circling voyage of the *Beagle*, which lasted almost five years. In 1845, he published his extensive *Journal of researches into the geology and natural history of the various countries visited during the voyage of H.M.S. Beagle round the world*.

On Isabela, one of the four islands in the Galapagos that Darwin visited, hordes of little finches skitter about, as they do on others throughout the Archipelago. He also went ashore on James, Floreana and San Cristobal Islands. The latter, with a substantial human population, is the only one not included in the itinerary of the *Buccaneer*. Altogether, Darwin discovered thirteen varieties of finches unique to the Galapagos, remarkable because of the distinctive characteristics of their beaks. The six species of seed-eating ground finches have strong thick beaks, each slightly different from the others, allowing them to crack different sized seeds. Tree finches, on the other hand, have somewhat parrot-like beaks. Most remarkable of all, Darwin noted, are the woodpecker and mangrove finches which use their long sharply-pointed beaks to hold sticks or cactus spines as "tools" while probing for insects in trunks and branches of trees.

After his return to England, Darwin minutely analyzed his notes and a collection of finches he had brought with him. He seriously began to challenge the existing belief that all species of life had been created separately. Were this view valid, Darwin reasoned, it would seem a strange coincidence that thirteen varieties of finches had been created in the Galapagos, but no other place in the world. Unprepared to accept such a coincidence, he postulated that the thirteen varieties were all descended from a common species.

In 1845 he cautiously summarized his thoughts: "Seeing this gradation and diversity of structure in one small, intimately

related group of birds, one might really fancy that from an original paucity of birds in this archipelago, one species had been taken and modified for different ends." Additional years of intense research and deep thought followed before Darwin's theory of evolution became finalized with publication, in 1859, of his monumental *The origin of species by means of natural selection of the preservation of favoured races in the struggle for life*. Despite the lengthy title, less of the work is devoted to the "origin of species" than to "natural selection," the main theme of Darwin's theory, in which organisms gradually adapt to their environments or perish.

Numerous other scientists since Darwin have analyzed the sparrow-sized, dull colored little Galapagos finches, making them perhaps the world's best-studied ornithological specimens. And *The Origin of Species* holds pre-eminent rank among Western civilization's most-discussed and least-read books.

When we crossed James Bay in one of the *Buccaneer's* flat-bottomed, diesel-powered pangas, which faithfully tender passengers between ship and shore, and stepped foot on James Island, a different aspect of the Galapagos became apparent. A short walk along a designated path led to a vast outcropping of black lava reaching into the azure Pacific. In watery grottoes, marvelous for swimming and snorkeling, frisky little seals fro-

"Seeing every height crowned with its crater, and the boundaries of most of the lava streams still distinct, we are led to believe that within a period geologically recent the unbroken ocean was here spread out. Hence, in both space and time, we seem to be brought somewhat near to that great fact—that mystery of mysteries—the first appearance of new beings on this earth."

—Charles Darwin,
October 8, 1835, *Journal*.

licked with the passengers during a morning of fun and relaxation. Being somewhat more sedentary, we clambered among the rocks to observe the fur seals at close range, easy to do since they have yet to develop any fear of human beings—a characteristic found among so many of the birds and animals in the Galapagos. Sally Lightfoot crabs scurried about, brilliant reddish-orange against the ebony surface. We spent the afternoon at Espumilla Beach on James Island where colonies of pink flamingos, recent arrivals to the Archipelago, inhabit the shores of a lake a short distance inland.

When Charles Darwin came to James Island in 1835 it was quite different from the scenes we encountered. He noted in his *Journal* such a profusion of land iguanas that "... we could not for some time find a spot free from their burrows on which to pitch a single tent." Unfortunately, they are now extinct on the island, largely because wild pigs, brought there by workers in a

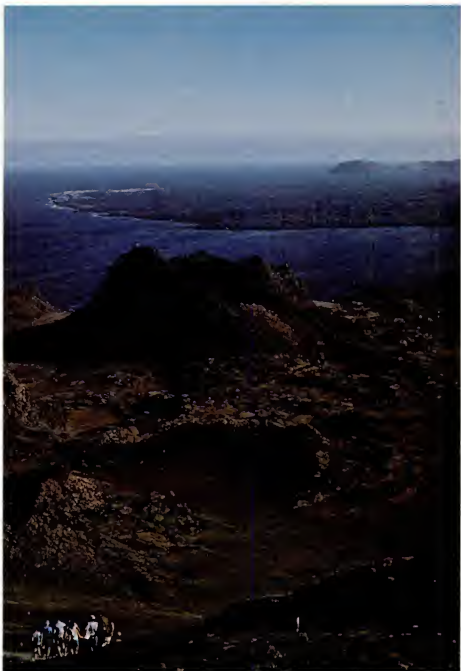
short-lived salt refinery, destroyed the burrows in which the reptiles lived. We did, though, see large populations of these fascinating creatures during a visit to Fernandina Island.

Described in such terms as "antediluvian" and "mesozoic," the iguanas look like some sort of throw-back to prehistoric times. There are two distinct types—land and marine. The land iguanas may be seen only on the central islands in the Galapagos. In addition to becoming extinct on James Island, they were also eliminated from Baltra Island, where the United States established a naval air base during World War II for defense of the Panama Canal. This barren little speck, which has the only airport in the Archipelago, was so thoroughly covered with asphalt that most of the iguanas scarcely had a chance to survive. The few which did were killed off by bored servicemen who used them for target practice.

Intrigued by the iguanas, Darwin carefully observed the habits of both types, noting how the land iguanas live in individual burrows, those of the males and females located close together, and feed on insects and crabs. The marine iguanas, which Darwin believed evolved from the land variety, inhabit rocky coastal areas and have adapted to seaweed as their staple diet. Frequently the iguanas lie in the sunshine, stacked atop each other like firewood. The marine variety periodically emits sprays of excess salt water through the nostrils, leaving visitors who venture too close with the impression they're being spat upon. Land iguanas are less fierce in appearance than the marine iguanas, which Darwin called "imps of darkness," with more pronounced claws and spines emerging from their backs.

We found Fernandina, with its diverse fauna and a lava-laden landscape, extraordinarily fascinating. Along open beaches the flightless comorants sun themselves and sit upon nests, so unconcerned about human encroachment that we could photograph them at very close range. A short distance inland we walked across massive lava flows which evoked the advent of creation when subterranean volcanoes reached above the ocean's surface to form these timeless islands in violent eruptions.

The giant tortoises were still numerous in the Galapagos at the time Darwin arrived, though predation by man was well under way. In 1876, they had become extinct on Floreana Island and seriously diminished on James, San Cristobal, Santa Cruz and Hood Islands. Early Spanish seafarers first hunted the tortoises, followed in the late eighteenth and nineteenth centuries by buccaners, then subsequently American and British vessels engaged in tracking down whales and fur seals. The huge reptiles became a perpetual source of food since they remain alive for over a year without water or any other sustenance. Stacked in the holds of ships, one atop another, then slaughtered as needed, they provided fresh meat and high quality oil during long voyages at sea. Log books of a few whaling ships revealed that



Arduous trek presents awesome valley-of-the-moon surface on volcanic Bartholome Island.

fifteen thousand of these magnificent creatures had been removed from the Galapagos in the short span from 1811 to 1844. In all likelihood more than a hundred thousand of them were taken before the practice ceased by the early 1900's, when whale and seal fur markets declined. Additional specimens have since been sold to zoos throughout the world.

Widely scattered in subspecies throughout the Galapagos—the name means "tortoise" in Spanish—these huge cumbersome creatures so fascinated Darwin that he spent many hours studying their habits and characteristics. He noted, for instance, that they moved 360 yards in an hour, and, with intervals for rest, could travel four miles in a day. Darwin seemed quite impressed when the vice-governor of the Galapagos told him he could determine the islands from which various tortoises came simply by looking at

them, so distinctive are the different subspecies in appearance, even though derived from a common stock.

By the 1950's the international scientific community became aware that many of the species and environments in the Galapagos were in grave danger of disappearing forever. In 1959, just a century after the publication of *The Origin of Species*, the Charles Darwin Foundation for the Galapagos Islands was founded under auspices of UNESCO and the International Union for the Conservation of Nature and Natural Resources. Headquartered in Brussels, Belgium, the Charles Darwin Foundation, world-wide in scope, is devoted to conservation and study of the natural history of the Galapagos, deriving financial support from private contributions. In January, 1964, over fifty renowned scientists participating in the Galapagos International Scientific

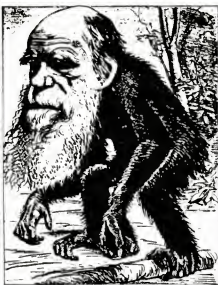
Project attended the official dedication of the Foundation's Charles Darwin Research Station overlooking Academy Bay on Santa Cruz Island.

A visit to the Research Station was a highlight of our *Buccaneer* cruise in the Archipelago. Disembarking from the *panga* on a rocky ledge, we went to a pleasant small hotel for refreshment, then walked along the main street of the town of Puerto Ayora to the Station which lies on the outskirts. One of the resident scientists, a young Englishman, briefly explained the background of the facility, answered questions and gave directions for exploring the grounds and seeing the tortoises. He emphasized that even though the tortoises are much in evidence, the Station devotes its research efforts to sustaining every aspect of the ecology throughout the Galapagos Islands.

We stopped first in the laboratory where infant tortoises are being raised. Scientists from the Station collect eggs from the various islands where tortoises still exist, hatch them at the laboratory and nurture the infant creatures until they're sufficiently grown to resist predators. They're then returned to their native island habitats. Each of the little tortoises, about the size of a saucer, had identifying numbers marked on their shells and lived in small enclosures simulating their natural environments. At maturity the giant tortoises stretch four feet long, weigh about five hundred pounds and have a life expectancy of two hundred years or more.

Outside, we followed pathways leading to muddy compounds where numerous sizes and varieties of tortoises are maintained. In the area where the giant specimens live we were able to walk among them for close up views and feed them bananas which they consumed with more attention to gustatory vigor than good manners, allowing residue of their goodies to remain smeared all over their faces. They're gentle, rather lovable creatures who seem to sense when visitors come in peace and harmony.

Scientifically beautiful Santa Cruz, strategically situated in the center of the Galapagos Archipelago, is one of the few "developed" islands. About half the people live on cattle ranches, farms and in small villages, the remainder—a thousand or so—in Puerto Ayora. We enjoyed exploring the little town, which is rather scruffy around the edges, looking in a small hotel and the lovely contemporary-style Roman Catholic Church. The highlight, though, was Boutique de Artesanias in an attractive building with rounded archways and a relaxing courtyard. The arts and native handicrafts offered for sale here are a veritable festival of beautiful objects, for Ecuadorian crafts are among the finest in South America. From an overwhelming array of choices we selected a set of vividly-colored baskets, an informal dress shirt with distinctive stitchery, and vividly-hued small birds of straw, delightful for gifts and hanging on the tree at Christmas. Our favorite keepsake, though, is a locally produced woodcarving of a



Following "Origin of Species," Darwin's often maligned "Descent of Man" published in 1871 never once suggested that human beings had descended from any specific ape or monkey but rather had "evolved" through natural means from an ape-like primate over long periods of time. The idea never the less formed an attractive basis for vicious ridicule in the press typified by above cartoon from the *Hornet*—March 22, 1871.

mother seal nursing her little pup, a scene we encountered many times in real life during our journey in these "enchanted isles."

On Floreana Island the *pangas* made a "wet" landing on a sand beach where we sloshed ashore, shoes in hand. The island has changed considerably since Darwin went there. Today, its important visitor attraction is the "post office," established by seafarers a century or so ago as a means of sending and receiving letters amid the remoteness of the islands. The post office consists of a barrel mounted on an old stand surrounded by plaques on which the names and dates of visiting ships have been carved. Small doors open into the barrel from which we took a post card prior to depositing our own. Once on the mainland we wrote a note at the bottom of the card, stamped and mailed it. Several months later the card we addressed to a close friend arrived, posted from California. Afterward we explored the beaches on Floreana to watch colonies of sea lions, then followed a pathway inland where Darwin's finches still flutter about.

Hood Island, the last stop on our cruise aboard the *Buccaneer*, turned out to be one of the best. Southernmost in the Archipelago, it was formed by upheaval of the subterranean crust of earth rather than by volcanic activity. Its plateau-like surface, littered with rocks and boulders, is punctuated by rugged promontories overlooking the ocean. Harems of sea lions inhabit the sandy cove where the *pangas* land, and aggressive roaring bulls plunge toward unwary passengers too close to the cows and pups.

Venturing along the rocky marked pathway we encountered hordes of blue-footed and masked boobies who showed absolutely no concern at our presence. Nesting mothers sat calmly on their eggs and fluffy

chicks, their little gray feet yet to turn blue, posed co-operatively as we framed them in the viewfinders of our cameras. These are delightful birds, found throughout the Galapagos. Their name derives from the Spanish "bobo," meaning dunce or clown, and was applied to them because of the comical difficulty they have in taking off from the edge of cliffs in order to fly, and their seemingly-stupid tendency of allowing humans to approach so closely.

The exciting climax of our Galapagos adventure occurred as we rounded a curve of the pathway and heard strange clicking sounds. Our naturalist-guide held up his hand in warning and stage-whispered "albatross courtship!" Two of the world's most extraordinary birds, the almost mythical Waved Albatross, "danced" rhythmically opposite each other in a small clearing, carrying out an exquisitely choreographed side-stepping routine as they rubbed and clicked their great yellow bills together in what sounded like a chorus of castanets. One bird aimed its bill skyward and emitted eerie howling calls. Then they commenced bowing to each other and began their routine all over again. Another of the goose-sized giants soared in, its wingspan a good eight feet in width, and settled nearby, quite indifferent to what was happening. We had witnessed a remarkable sight indeed. The Waved Albatross breeds only on Hood and an island off the coast of Peru. Once a chick is hatched, the parent leaves it after two weeks, coming back every few days to nourish the infant by regurgitating a rich oil-like excretion, as much as four pounds at one feeding! When an albatross leaves the land, it stays at sea several years, propelled by wind currents, before ever returning, and then only to breed.

During the last two days of our voyage, as the *Buccaneer* cruised back to Guayaquil, we had time to start bringing our Galapagos venture into perspective. Many of our fellow passengers, keenly intellectual and deeply concerned about earth's ecology, did the same, and we compared feelings and impressions. On the last evening out, one of our dinner companions seemed to sum it up best of all. "Throughout my life, after coming here, I'll have new respect for every living thing."

As Darwin declared, we had been "... brought somewhat near to that great fact—that mystery of mysteries—the first appearance of new beings on this earth." **CT**

Cruising the Galapagos

Galapagos, Inc. offers four year-round schedules aboard the 90-passenger, 1547 ton *M/V Buccaneer*, largest ship sailing in the Galapagos Islands.

On the 8-day, 7-night Wed. to Wed. "A" cruises, passengers sail in late afternoon from Guayaquil and call at Punta Suarez on Hood Island, Punta Cormorant on Floreana, Academy Bay on Santa Cruz Island, Piazas and Bartolomé Islands, South James Bay on James Island, Tagus Cove on Isabela Island, Punta Espinosa on Fer-

nandina Island, North Seymour and Balra Islands, disembarking for an afternoon flight to Guayaquil. "B" cruise is a 5-day, 4-night Wed. to Sun. cruise. Passengers fly to Balra to board the *Buccaneer*. They visit North Seymour Island, Punta Cormorant, Punta Suarez, Plazas, Academy Bay, Bartolomé and James Islands, disembarking at Balra for an afternoon flight to Guayaquil. The 8-day, 7-night "C" cruise, Sun. to Sun., begins on Balra, where passengers fly to board the *Buccaneer*, visiting Bartolomé, Tagus Cove, Punta Espinosa, South James Bay, Espumilla Beach, Plazas, Academy Bay, Punta Cormorant and Punta Suarez, sailing back to Guayaquil for a morning arrival. The popular new 4-day, 3 night "D" cruise, Sun.-Wed., also begins on Balra, and calls at Bartolomé, Tagus Cove, Punta Espinosa, South James Bay, Espumilla Beach, and Academy Bay, terminating at Balra.

All the *Buccaneer's* cabins, staterooms and suites are outside and air-conditioned with private bath. Accommodations include doubles with lower berths, doubles with upper/lower berths, singles, suites with double berths and cabins for multiple occupancy. No children under seven are accepted, except under pre-arranged conditions. Children under 16 must be accompanied by an adult. Children under 12, when occupying a single cabin, will pay adult fare. In other cases, under 12 pay 25 per cent off adult fare.

Effective through 1982, "A" and "C" per person cruise costs, double occupancy, range from \$896 (double cabin, 1 upper, 1 lower), to \$1058 (2 lower), to \$1294 (mini suites). "B" cruises range from \$635 to \$708 and \$906. "D" cruises range from \$477 to \$531 and \$680. Single cabins cost \$1159 for "A" and "C" cruises, \$796 for "B" cruises, and \$597 for "D" cruises. Rates do not include airfare from North America to Ecuador. To itineraries "A" and "C" add one-way airfare of \$156 between Balra and Guayaquil or Guayaquil and Balra. To itineraries "B" and "D" add round-trip airfare of \$312 between Guayaquil/Balra/Guayaquil. Rates include fuel surcharges.

In cooperation with Braniff International, *M/V Buccaneer* is now offering 17-day Galapagos-Machu Picchu-Amazon excursions. Cost is currently \$1999 per person, double occupancy, plus round trip air fare. Your travel agent will provide latest information about air fares and single supplement. Included is an eight-day *Buccaneer* cruise (the "A" itinerary), air-fare Balra to Quito, meetings and transfers, Alpine train trip to Machu Picchu, cruise on the Amazon with stay in a jungle lodge, and sightseeing in Quito, Lima, Cuzco and Iquitos. Hotels are deluxe or first class in Quito, Lima and Cuzco. All meals in Cuzco, Machu Picchu and Iquitos are included.

With Braniff, *M/V Buccaneer* has also begun to offer 10-12 day Galapagos-Bogota-Quito and Galapagos-Quito-Panama excursions. For complete information and descriptive brochures about all the *Buccaneer's* cruises and excursions, contact your travel agent or Galapagos, Inc., (Cruise Travel Magazine), Suite 112, 7800 Red Rd., South Miami, FL 33143.

Galapagos Cruises operates the 90-passenger, 1000-ton *M/V Santa Cruz* and the 16-passenger yacht *Isabela* on year-round schedules in the Galapagos. (Both ships go

into dry dock for approximately three weeks each September.) The *Santa Cruz* offers four itineraries. The 8-day, 7-night Th.-Th. "A" cruise sails at 5 PM from Guayaquil and calls at Hood Island, James Bay, Espumilla Beach, Academy Bay, Plazas, Bartolomé, Tower, Isabela, Tagus Cove, Narborough (Fernandina), and Punta Espinosa, arriving Thursday morning at Balra, for flights to Guayaquil or Quito. The 5-day, 4-night Th.-Mon. "B" cruise begins with an early morning flight to Balra from Quito or Guayaquil. After mid-day departure, the ship calls at North Seymour, Hood, Floreana, Punta Cormorant/Post Office Bay, Academy Bay, Plazas, James Bay, and Espumilla Beach, before returning to Balra for transfer to the airport and return flight.

The 4-day, 3-night Mon.-Th. "C" cruise begins with an early morning flight to Balra from Quito or Guayaquil, and features visits to Bartolomé, Tower Island, Isabela, Tagus Cove, Narborough, Punta Espinosa, concluding with an early morning cruise around Daphne, before returning to Balra for airport transfers and return flights to Guayaquil or Quito. The 8-day, 7-night Th.-Th. "D" cruise begins with an early morning flight to Balra from Quito or Guayaquil for mid-day departure aboard the *Santa Cruz*. The afternoon is spent on Bartolomé, followed by visits to Isabela, Tagus Cove, Narborough, Punta Espinosa, Tower, North Seymour, Hood, Punta Suarez, Gardner Bay, Academy Bay, and Plazas, and return cruise to Guayaquil.

Effective through 1982, "A" and "D" per person cruise costs, double occupancy, range from \$990 to \$1400. "B" cruises range from \$610 to \$850, and "C" cruises range from \$470 to \$680. To "A" and "D" cruises add \$156 one-way airfare Guayaquil/Balra or Balra/Guayaquil. To "B" and "C" cruises add \$312 round-trip airfare Guayaquil/Balra/Guayaquil.

Isabela cruises begin with flights from Guayaquil or Quito to Balra each Tuesday for 8-day, 7-night Galapagos voyages, also returning by air. Ports of call are Bartolomé, Tower, Tagus Cove, Punta Espinosa, James Bay, Espumilla, Academy Bay, Floreana, Punta Cormorant, and Punta Suarez. Per person double occupancy fares range from \$880 to \$1100. To this add \$312 round trip airfare.

Through Galapagos Cruises, several schooners, ketches and sloops, all with naturalist guides, may also be chartered for doing the Galapagos on your own. The company also offers a number of South American tours, including Amazon safaris and cruises along the mysterious Napo River on a three-deck, 131-foot "flotel." On shore, naturalist guides lead expeditions through the Amazon rain forest. For complete information, contact Galapagos Cruises, %Adventure Associates, (Cruise Travel Magazine), 5925 Maple, Suite 116, Dallas, TX 75235.

Lindblad Travel has chartered the *Santa Cruz* for July 1-12, and November 18-29, 1982. **Society Expeditions** has chartered the *Isabela* for 24 cruises in 1982. For further information about the specialized programs offered on these cruises, contact your travel agent or Lindblad Travel, (Cruise Travel Magazine), 8 Wright St., Westport, CN 06880, and Society Expeditions, (Cruise Travel Magazine), 723 Broadway East, Seattle, WA 98102.



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by Margaret Brickell
photos by Carolyn Thornton

There is something rather intriguing about a cruise to Mexico particularly if the destination is the Land of the Maya. For decades, these highly civilized people lived within the dense rain forests of the Yucatan. Suddenly, they vanished leaving behind temples, homes and pyramids. Those who long to explore the mysteries of the Mayan culture can begin as I did by booking passage on ships such as Bahama Cruise Line's S/S Veracruz.

From October 24 until early May, this ship departs Tampa for Cancun, Cozumel and Key West for one week cruises. Cost is

less than fares charged by many other lines, ranging from \$545-\$995. There is a genuine feeling of warmth and hospitality aboard the Veracruz... an intimacy which has generated considerable repeat business.

In-cabin service is limited. Passengers are charged 25¢ for each item ordered so, room service is kept to a minimum. Fortunately, the dining room maintains a good staff. Meals are served hot with choices varied, but not opulent. Dress is casual (even for dinner) with the exception of the Captain's Cocktail Party and the Farewell Dinner. Public rooms seem spacious, however, cabins are quite small. Such a cruise is ideal for those who like informality, wish to save money and want to visit the Yucatan.



In Chichen Itza one climbs to the Temple of Warrior Gods where Chacmool the God of Rain reclines eternally. Before him stands a tray where many a virgin's or soldier's still warm heart was offered in sacrifice. Today, bracelets of gold, sandals and a variety of skeletons are still being unearthed.

Touring the Tombs and Temples in the

LAND of the MAYA

Exploring the Yucatan
with unique s.s. Veracruz
sail 'n stay vacation package

Entertainment aboard is led by husband and wife team, Kay Lynn and Jimmy Bolter. Both are professionals who have sung and played with bands such as Horace Height and Lionel Hampton. Their sound is of the big band era and even after over 500 cruises, they have retained their enthusiasm for their ship and passengers. Disco is available on open deck and there is a cocktail pianist in the Casino Lounge.

The Veracruz has an excellent health rating, receiving a 96 out of a possible 100 points during its last inspection earlier this year. Both Captain Jens Thorn and Staff Captain John Charles Anderson have had extensive experience. At age twelve, Captain Anderson began preparing for the sea at Hull Trinity House in England. Captain Thorn began his career as a deck hand in 1961. The responsibility of 265 crew members of 16 different nationalities and over 700 passengers is one they take seriously. There is an extremely low turn-over in higher rating staff positions which speaks well to the question of efficiency and loyalty.

Over-seeing it all is Bahama Cruise Line's President, Julio del Valle whose family has been in the shipping business since 1850. In the not too distant future, he hopes that a sailing from Tampa to Veracruz will be possible which will allow passengers

to bring along their cars. Upon arriving in port, it would be a four hour drive to Mexico City and a 7-8 hour drive to Acapulco, thus providing visitors with a unique drive/sea vacation.

During the summer, the Veracruz sails from New York to Canada and New England. The make-up of the clientele and some shipboard amenities change with the schedule. A midnight buffet is offered and younger people replace a predominance of older passengers. This is not surprising as older people will often choose winter months for cruise travel. Thus, there are older passengers on the Mexico sailings.

Mayan Tours

For those who really wish to see some-

visit is Chichen-itza and shore excursions are available from both Cancun and Cozumel. The giant ruins of Chichen-itza encompass over 100 buildings within an 8-10 mile area. Here is El Castillo, topped by the Temple of the Plumed Serpent. Here also are the Observatory and Cenote (well) into which were thrown offerings to the Rain God. Four of the buildings at the site were discovered accidentally when a Frenchman set off dynamite. He had been trying to find some exhibits to take back to Paris. The resulting explosion destroyed a pyramid, but uncovered new structures.

Unlike Egypt where pyramids were used mainly for entombment, the ones at Chichen-itza were used also as homes for the

ruling aristocracy and as ceremonial centers. The steep stairs are believed to have been built for protection against fire and flood. They indicated also the strength and power of those who lived so far above the rest of the people. For unknown reasons, the Mayan civilization disappeared in this section of Mexico around 1000 A.D. Some scholars believe their demise came about from disease. Others feel that the cause may have been from internal revolution or invasion by hostile Indians. The site is located approximately 75 miles northeast of Merida on the road to Cancun. Archaeological work continues today in cooperation with the Mexican government's National Institute of Anthropology and History.

Continued on next page



The glory of Chichen Itza, El Castillo, rises 91 steep steps into the air, each step plus top platform a recorded "day" in the Mayan calendar (all four sides equal 365).

thing of the former Mayan civilization, one week land options are available. This is a sensible excursion to consider for there is not enough time to visit the ruins otherwise. Such shore tours are available from the ship, but they leave something to be desired. Chichen-itza is a case in point. This trip alone includes a seven hour round trip bus ride and an additional hour on the ferry. By the time you return to the ship, you feel more like a ruin than the ones you saw.

There is another possibility which will provide you with some feeling for the Yucatan area should you decide not to take advantage of the week-long land package. Half and full day tours are available to Tulum. This Mayan city dates from 564 A.D. and was once the walled outpost for Chichen-itza. Ten structures are visible including the temple of the Diving God. The location of the ruins is spectacular as it sits high above the Caribbean surrounded by forests on three sides and steep cliffs to the ocean waters on the open side. Should you choose the half day trip to Tulum, the remainder of the afternoon may be spent at a swimming party at the Xel Ha Lagoon and lunch.

Shore Excursions

The Yucatan is a peninsula. Cancun is on the mainland and Cozumel is an island. One of the most famous sites you may choose to



The more venturesome tourist will brave the difficult climb to the top of El Castillo and a chance to peer inside for a view of the red jaguar throne with its emerald eyes. Don't be embarrassed on the way down, everyone uses the rope for assistance, or at least, moral support.

Yucatan Cruise'n Stay Tours

Cozumel: passengers disembark at Cozumel on Tuesday at 8:00 A.M. and reembarc the following Tuesday. Tours include transfer to and from the S/S Veracruz, hotel accommodations and hotel taxes as specified in the itinerary. Seven different tours are available including two which offer trips to Uxmal, Merida, Chichen-Itza, Cancun and Cozumel. Prices range from \$195-\$475 in Low Season (October 24-December 12) and from \$295-\$585 in High Season (December 19-May 29). Lower priced excursions do not include trips to the ruins and travel to the various towns and cities. These arrangements must be pre-booked with Bahama Cruise Line, Inc. and requested at least 35 days in advance. Specific information may be obtained by writing: Bahama Cruise Line (Cruise Travel Magazine), 61 Broadway, New York, N. Y. 10006.

Key West Attractions: There are many excellent dining and hotel opportunities in Key West. Two which may be considered are the *Casa Marina Resort* (operated by Marriott) and the *Pier House*. The Casa Marina has been a landmark hotel of the area for decades. Today, it has been redecorated to provide deluxe accommodations for its guests while at the same time retaining its elegant 1920's feel. One is reminded of the lavish turn to the century space so popular in Europe and in America during the period.

The Pier House is of special interest because of its location on the water, contemporary architectural style and internationally famous restaurant. Try the fresh conch fritters as you dine 'a fresco' on one of several terrace sections of the hotel. Hotel rates at both the Casa Marina and the Pier House begin at approximately \$100 during High Season (December 21-April 25) for either double or single accommodations and from \$60 during Low Season. For brochures contact: Marriott's Casa Marina Resort (Cruise Travel Magazine), Reynolds Street, on the ocean, Key West, Florida 33040; and Pier House (Cruise Travel Magazine), One Duval St., Key West, Florida 33040.

Early settlement in Key West was composed of pioneers from the eastern seaboard of the United States, Cuba, and Bahama Islands and Europe. This composite mixture is reflected in many of the attractions available for visitors to enjoy today. The island's economy is based upon tourism followed by fishing and the sponge industry. Yacht and power boat races draw thousands of spectators each year, as does the lure of sunken treasure. Not long ago, Mel Fisher of Treasure Salvors, Inc. discovered the largest cache of gold ever to be brought up from the ocean floor.

One of the most enjoyable ways to visit Key West is from aboard cruise ships such as the S/S Veracruz. This is also one of the least expensive ways if one takes advantage of the air/sea packages offered by Eastern Airlines. Excellent flight schedules bring passengers to Tampa on the same day as the ship embarks. For a comprehensive schedule of fares and flights, contact your local travel agent or write: Mr. James Ashlock, Public Relations, Eastern Airlines (Cruise Travel Magazine), Miami International Airport, Miami, Florida 33148.



Master of s.s. Veracruz and responsible for passenger pleasure . . . Captain Jens Thorm.

For those who prefer less strenuous exercise, there are bus rides available to the handicraft market in Cancun. You may wish to bypass this in favor of relaxation aboard the ship. Next port . . . Cozumel, only a short distance away.

Cozumel and Key West

One block from the pier at Cozumel sprawls the Sol Caribe Hotel offering magnificent gardens, swimming and luncheon, as well as snorkeling opportunities. Should you decide to visit Tulum, be prepared by wearing old clothes, comfortable flat-heeled shoes and a hat for protection from the sun. This is the time also when those who have planned on staying in the Yucatan for a week, depart the ship to waiting buses.

Often, people enjoy exploring Cozumel on their own by either renting a car or moped. The Spanish had discovered this island when on an exploratory expedition. Its

name means "land of swallows" and was once a popular refuge for pirates. Today it is developing into a popular travel destination. On one side of its 32-mile coastline are luxury hotels. On the other side are secluded beaches. Heavy winds make it impossible to build on the beach side. Food in the area will be expensive as most of it must be imported from either Merida or from Mexico City.

For many passengers, the most popular port of call if the final one . . . Key West. Part of its charm lies in its geographical location and in its unusual homes, built in the "Conch" style. Likewise popular is the accessibility of the town and the friendliness of the people. Veracruz passengers are greeted as they come ashore by representatives from the Cruise Ship Committee and presented with hibiscus. Walking tours are available through the Old Town section and Trolley Tours will take visitors to over 80 points of interest. The island has been a favorite home for several painters and authors such as Audubon, Hemingway and Tennessee Williams. Both Audubon's home and Hemingway's are open to the public.

Cruise lines are beginning to become quite interested in Key West as a port of call. It provides a good deep water port, offers a variety of attractions for visitors and is a natural stop over for ships returning from Mexico and Central America. Some ships have begun already to schedule Key West as a port on a trial basis.

As I watched the faces of returning passengers to the Veracruz, I was reminded of what Captain Thorm had said when asked what the greatest satisfaction in his work might be. He replied, "to make the passengers happy . . . to see them leaving the ship happy." He succeeded. **CT**

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Golf And Go Bag

Intricately designed to allow for all clubs and golfing accessories. Upon arrival just unzip, turn inside-out and you're ready to go. Vinyl piece at the bottom protects against mud and grass stains. An absolute boon for traveling golfers, tired of lugging cumbersome cases. Navy with brown trim. #51898 \$159.95 (\$12.50).



Joe Namath Luggage

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Balconied, whitewashed houses, some centuries old, line the narrow, twisting streets of the Old City in Cartagena, Columbia.

1 Day
See 'n Do Port Profiles
If You Only Have a Day in

cartagena

by Randy Mink



One of the most beautiful Caribbean ports, Cartagena enjoys a legendary history. The Fortresses of San Felipe (above), stronghold of the Spanish Main, often held vast riches in gold and gems awaiting shipment to Spain. It was looted on several occasions, most notably by Sir Francis Drake, whose acts of piracy created the legendary reputation of Columbia's Gold Coast.

The port of Cartagena is a stop for ships on the trans-Panama Canal route where Colombian handicrafts are popular with cruise passengers. Cartas loaded with plantains (a banana-like fruit) are a common sight along the wharf.



Resting on the Caribbean coast of South America, the Colombian city of Cartagena blends seaside pleasures with Old World treasures. A frequent port-of-call on trans-Panama Canal cruises, Cartagena appeals to the history-minded and to the beach buff. Shops with handicrafts and glittering Colombian emeralds abound in both the Old City and lively strip along Boca Grande Beach.

The steamy Spanish-speaking city (pronounced "Carta-HAY-na") basks on Colombia's Emerald Coast, which stretches eastward from the Isthmus of Panama and includes the well-known resort of Santa Marta, whose white sandy beaches and clear turquoise waters outshine the gray (but clean) sands of Cartagena.

You appreciate Cartagena for its Spanish colonial charm. Founded by a conquistador in 1533, Cartagena once was Spain's principal New World port, a storehouse for the gold, silver and emeralds ripped from South America's interior. The original walled quarter (and the beach) is a short taxi ride from the ship. Three-hour shore excursions highlight the key landmarks and provide time for shopping.

Inside the Old City's cannon-studded ramparts, you discover white balconied houses adorned with flower pots and wrought-iron grillwork. Though hot and congested by day, the well-preserved *barrio* attracts picture-takers who explore the narrow lanes and peek through giant doorways into cool patios and dark little shops. For good views of the red-tile-roofed town, you can walk atop the wide bulwarks, stopping to peer into sentry towers or frame photographs from a cannon bay.

The stately Palace of the Inquisition, built in 1770, faces the park-like Plaza Bolívar and displays replicas of torture instruments used against non-Catholics. A few steps away is San Jose Cathedral with its ochre-and red domed belltower, a prominent fixture on the city skyline. Nearby, the church and cloister of San Pedro Claver, dating from 1603, is a shrine to the Spanish nobleman and Jesuit priest who improved the plight of African slaves in Cartagena. (The city's ethnic composition today reflects a mixture of Spanish, African and native Indian blood).

All excursions go to La Popa Monastery, a whitewashed colonnaded retreat perched on the only hill in town. Spread below, a panorama of the entire city, including the harbor. (Can you spot your ship?)

Another stop is mighty Fort San Felipe, built to defend Cartagena against pirates hungry for its stockpiles of treasure. The fortress is considered the best example of Spanish military engineering in the New World. Filing stooped over in the fort's dark tunnels is not for the claustrophobic. Though the passageways are cool, the sun outside is intense, so you might want to buy a fan or sun visor from one of the fort's craft vendors if they have not all curled up and fallen asleep in the shadow of a sentry tower. (Because our tour van was not

Cartagena at a Glance

Ships Calling: Among the luxury liners visiting Cartagena at least several times a year are those of Princess Cruises, Silmar Cruises, Royal Viking Line, Royal Cruise Line, Holland America Cruises, Sun Line Cruises and Delta Line Cruises. Duration in port is usually six to eight hours.

Location: On the northern (Caribbean) coast of Colombia, a country occupying the northwest corner of South America. With a Pacific as well as Caribbean coastline, Colombia is bigger than California and Texas combined.

Population: Cartagena has about 400,000 residents.

Climate: Expect hot, sticky weather in the high 80s and low 90s.

Language: Spanish. While English is not widely understood, the people are friendly and eager to please.

Currency: There are about 40 Colombian pesos to the U.S. dollar.

Tipping: 10 percent of the bill, but not necessary in taxis.

air-conditioned, we remember Cartagena as one big sauna. Maybe you should skip the tour and head for the beach.)

At night the Old City casts a magic spell as the ghosts of conquistadors, pirates and gold merchants seem to come alive as the weather cools off. After dark is a perfect time (provided your ship has not left) to stroll across the cobbled plazas lit by iron lamps or take a horse-carriage ride through the deserted streets.

For photo-minded wanderers, the wharf, opposite the yellow Clock Tower at the walled city's main entrance, is a must. The area throbs with water and street traffic, including the multi-colored striped buses, or *chivas*. Also riveting your eyes are the piles and piles of plantains that workers load into trucks and rickety three-wheeled carts. (A plantain is like a banana with a thyroid problem, the greenish starchy fruit, a staple in the tropics, is eaten cooked.)

Souvenir hunters congregate at Las Bovedas, a handsome arcade of 22 fan-cooled shops tucked below the city walls in vaulted cells once used for gunpowder and food supplies. The rustic shops all sell the same merchandise and even look the

same. Handicrafts include embroidered dresses (\$15 and up) woven rugs, wall hangings and handbags. The bright patchwork appliques done by school girls show simple Colombian scenes and cost \$5 to \$20. The stores also offer men's guayabera shirts, leather purses and bags of Colombian coffee, not to mention stuffed lizards, tortoises and alligators. Stop for a beer at Domecq, a cozy cellar-type bar decorated with bullfighting memorabilia.

The shops on Carrera 2 along Boca Grande Beach, meanwhile, specialize in resort fashions and emerald jewelry. (Colombia produces 90 percent of the world's emeralds.) Sidewalk vendors sell shells, Cuban cigars and assorted sundries. Check out a juice stand and try the refreshing nectar of ice cream banana, melon, pineapple, papaya or guanabana. At a palm-shaded cafe relax over an ice cream sundae or pizza and watch the parade of tourists, gaudy buses and local ladies balancing purses, plants or fruit on their heads. Italian, Mexican, French and Chinese restaurants can be found, not to mention the thatched seafood places right on the beach.

The one-mile-long Boca Grande Beach, while not especially beautiful, is clean and pleasant enough. The picturesque fruit ladies, or *palenqueras*, stride down the gray-sand beach, balancing on their kerchiefed heads a metal tub filled with mangoes, bananas and other tropical fruits. Holding a peeled pineapple in one hand and a knife in the other, they shout, "*Pina, pina,*" inviting sunbathers to buy a juicy slice.

On the hotel scene, Stateside tourists favor the palatial new Cartagena Hilton International, the only five-star hotel in town and the place for the day visitor to have lunch in style. Colombian specialties are served in El Tinajero de Dona Rosa, the Hilton's elegant restaurant modeled after a gracious 16th century home in Old Cartagena. In addition to the outstanding seafood dishes, favorites include the cold coconut soup, duckling in guava sauce and *sancocho de gallina*, a casserole of chicken with potatoes, yuca, ham, corn, and plantains. The *chipi chipi* (small oyster) chowder and *arepas*, solid cornmeal biscuits, are typically Colombian. Expect to spend at least \$12. (Save money for the Hilton's tempting arcade of shops.)

In town, a few fashionable restaurants are ensconced in centuries-old houses. At Bodegon de la Candelaria, for example, you can dine in a lush courtyard of a 1601 house owned by a Colombian wine exporter. Sea specialties—lobster, shrimp, red snapper, seabass—accent the menu. Guided tours of the antique-furnished rooms are given after-ward.

Whether you dine elegantly or at a standup luncheon counter, you can't leave Cartagena without savoring a cup of rich Colombian coffee. You may forget the city's heat and historic place names, but you'll always remember the tantalizing brew. **[CT]**



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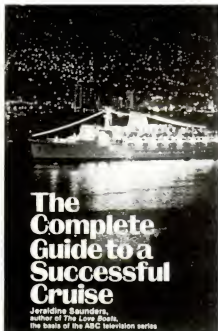
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Ships in the Movies *Continued from page 33*

the audiences loved to see some big egotistical star trapped on a cruise ship, with nowhere to turn, and fight his or her way to safety. They loved to watch them squirm on the ship, with no limousines to whisk in and carry them to safety, no parties to flee to. They were exotically trapped."

A staple of the cruise film was the series of interconnecting stories about individuals or couples. Some critics have called cruise films the early predecessors of soap operas because each film brings together the story of several isolated people or couples into one nicely woven tale (TV's "Love Boat" is a highly successful example). The interpersonal domestic crisis, and triumphs, make up the soul of the cruise film.

Another staple of cruise films is the sinking ship and impending, or "reel," disaster.

"The ship always had to sink," said Ross. "People want that ship to sink. That's what the movies are all about."

There have been several films made about the sinking of the "Titanic," unquestionably the greatest sea tragedy in history. A good one was "The Titanic." A great one was "A Night To Remember." In it, too, the stories of individuals, from rich passengers to the crew to poor steerage passengers, are tied together nicely to tell the story. And there are a lot of ominous sounding fog horns.

"It was one of those disaster films where everyone was smart enough to do everything right instead of letting the event itself, the sinking, carry the film," said film critic Rex Reed.

A movie critics concede was just as good as "A Night To Remember" was "The Last Voyage," starring Robert Stack and Dorothy Malone.

In the film, every element of moviedom comes into play, and is spun together as fluidly as waves coming across the deck. The ship has a problem, and the captain and crew debate whether or not to tell the passengers. Stack's wife, played by Malone in what may have been her best role, is trapped under a fallen steel beam. They need a blow torch to get her out. Where is the blow torch? Why, on the bottom deck, that's where, and the water's pouring into the bottom deck. Stack can't do it alone so he enlists the help of a crew member. But will they get back to Dorothy and their young daughter in time? Will the ship sink first and imperil them all? Can Stack save his daughter who must tight rope walk across a beam and risk falling five decks into the blackest abysses of Hollywood memory? Will Dorothy drown? Stay tuned until the . . . very . . . last . . . minute . . .

One of the reasons critics said "The Last Voyage" was such a great film was that it was shot aboard a real ship, the already drydocked Ile de France, which was being readied for annihilation into scrap metal. There was a sense of reality there that cruise



Debbie Reynolds and Gavin McLeod filming scene for TV's *Love Boat*.

movies never had before and it came across on the screen.

It was far too expensive to take a film crew aboard an ocean liner in the 1930's and 1940's, so Hollywood used models in barrels of water for ocean scenes and cardboard and wood scenes in the middle of sound studios for decks and indoor shots. The ships they built for those films couldn't sail past the corner of Hollywood and Vine.

In the 1970's, real ships were used and still are. The logistics of filming movies on ships are enormous, but film companies do it for realism and ships permit it for publicity and exposure. Cruise lines all over the world have let camera crews on boats for movies, television specials, series, promotional films and commercials.

The Epirotiki Line, in Greece, proudly volunteered one of its ships for the filming of "The Greek." Cunard let the Metro-media network film "The Superintenders: Twilight of an Era" on board the Queen Elizabeth 2 plus some soap operas. The Norwegian Caribbean Lines hosted an Easter Seal Telethon TV special aboard the Norway. Home Lines has hosted commercial filmmakers. Princess Cruises in California has had the most experience of all, permitting many of the "Love Boat" specials to be filmed on its ships.

Cruise line officials are eager for the publicity, but not eager for detrimental movies. "Let's be straight," said one. "We're not going to let anyone film a movie here which depicts cruise ships to be places of wild orgies or violent murders. That will just kill our business. We want something that's going to bolster our image, not hurt it."

Officials at Cunard, were delighted to host the special about superliners. "It was a show that included months of research and a real effort to portray the history of trans Atlantic crossings as they were. It was a project of great integrity and we felt very comfortable giving them free rein on the QE2," said a Cunard spokesman.

Princess Lines has enjoyed dramatically increased business since the "Love Boat" started on television. And those cruises when film crews are on board have enjoyed the best business of all. Any potential cruise traveler can call Princess Cruises in Los Angeles and find out which cruises will carry film crews and book passage on them.

Any passenger can get into the television show. You just sign a release saying you won't sue Lorimar of Princess for using you in a shot and off you go to form a group of

Continued on page 50

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Westward Ho!

Seeing the Old West... by Inland Cruise



San Francisco is the starting port for some innovative new spring and fall cruises that introduce vacationers to western history and culture. The recently-launched *M/V Pacific Northwest Explorer* from Exploration Cruise Lines' growing all-American fleet cruises the Frisco Bay and inland, via the Sacramento and San Joaquin Rivers, to explore the unique California Delta.

The spring schedule, March through May, follows in the wake of steamers who paddlewheeled the waterways from 1849 goldrush days until the 1930's. The *Explorer's* apt and catchy slogan is "See the Old West... from a Cruise Ship"... but with comfort and ambience undreamed of by 19th century river travelers.

The ship carries 88 passengers sharing 44 well-appointed staterooms, all with private facilities. Weighing 99 gross tons, 152 feet long, their smaller size has big advantages. It's easy to get acquainted while visiting on the spacious decks, in the Vista View Lounge, and while dining family-style.

Morcover the shallow—8 feet—draft and a specially-designed bow landing facility allows these ships to venture among narrow, winding, often shallow sloughs of the Delta, off limits to bigger cruise ships.

The cruising is leisurely with port calls and shore excursions that point out the fascinating, often boisterous past, and the massive land reclamation that led to the development of the Delta.

First noted by Mexican padres, followed by fur traders, then gold-seekers, Chinese laborers and pioneering farmers, the accent today is on agriculture and recreation in this little-known part of rural America. Man-made islands and dikes protect the farmlands, and miles of navigable, sheltered waterways draw adventuresome boaters. They come to relax, recreate, loaf, meet the residents, and to observe the

A total cruise and tour package as Exploration Lines carries you through the California Delta to out-west wonders.

*By Norma Spring
Photographs by Bob & Ira Spring*



peaceful Delta's prolific wildlife.

Day One starts with a cruise of San Francisco Bay, paralleling The City's distinctive waterfront, passing landmark islands and under the Golden Gate Bridge, and skirting picturesque Bay towns. The U.S. Army Engineers monitor a city block-sized working model of the Bay and Delta area at their headquarters in Sausalito. The *Explorer* docks here for an informative short course in what lies ahead.

Day Two the *Explorer* docks early in the morning at Stockton, an important riverboat stop when sternwheelers plied the San Joaquin River. Switching to motorcoaches, cruises visit Lodi and Mickle Grove Park, named for the area's prominent pioneer agriculturalist, William Mickle. The major achievements of the valley are summed up in the County Historical Museum, along with mementoes of Native and settler life, such as collections of tools and farm equipment. A stockton native son, Benjamin Holt, invented the Caterpillar tractor.

Before returning to the ship for lunch the motorcoach drops by a local winery, which makes appetizer wines from the area's extra-sweet grapes, for touring and tasting.

During the afternoon, the *Explorer* cruises the Sacramento River upstream to California's capital city, Sacramento. She docks overnight near Old Sacramento, handy to after-dinner nightlife.

Day Three's motorcoach tour touches on Sacramento's present business of govern-

ment, but dwells on its gold rush past and railroad history. Cruisers inspect "iron horse" memorabilia in Old Sacramento's California State Railroad Museum, the largest in the world.

Leaving Sacramento, the *Explorer* starts its downriver cruise, following historic riverboat routes, past quaint Delta towns and landings.

During "shore leave," cruisers walk "downtown" and note the one-story buildings seen from the river side are actually two stories. The weathered tilting upper levels overhang the mainstreet shops, country stores, and restaurants with signs both in Chinese and English.

By early morning of the **Fourth Day**, the *Explorer* is again approaching San Francisco's spectacular skyline.

Prices for the spring series of 3-night cruises range from \$399 to \$600 per person, based on the category of the shared stateroom. The price includes meals and specified shore excursions. Fall cruises from October through December are priced from \$439 to \$640 per person.

For those who want to stay longer and see more of the Golden State, Exploration Cruise Lines also offers special one, three, and five-day motorcoach tours, and San Francisco stopover tours that can be added either before or after the cruise.

A popular one-day round trip from San Francisco heads for giant redwood trees at Roaring Camp. \$35 includes motorcoach



Cruise options include San Francisco stopover and Yosemite Park, Monterey sidetours.



Staterooms: Main, Upper, Lower Deck.



transportation, lunch, and a ride at the camp via narrow-gauge railroad with vintage steam engine.

It switchbacks up a mountain among big trees saved from the axe more than a hundred years ago by an early preservationist. The train returns to the restored camp for a tasty Chuckwagon Steak Barbecue, before the beautiful coast-hugging trip back to San Francisco.

Yosemite National Park is another prime destination. Exploration Cruise Lines

works with California Parlor Car Tours, long respected for luxury, all-expense included motorcoach itineraries: most meals, tips, portage, and specified sightseeing. Departure dates for the 3-day Yosemite tours (\$273 per person twin) jibe with the spring and fall cruises.

Another 3-day tour (also \$273) is reversible and follows the coast between San Francisco and Los Angeles. It includes lavish Hearst Castle, missions, Spanish Monterey, and Danish Solvang. A 5-day,

4-night tour (\$575 twin) one way between San Francisco and Los Angeles combine the heights of Yosemite, productive valleys, and the coastal delights of both 3-day tours.

A colorful brochure, with full information about the Sacramento and San Joaquin Rivers cruises, plus the scenic California Tours in the spring and fall of 1982-83 is available from your travel agent or Exploration Cruise Lines (Cruise Travel Magazine), 1500 Metropolitan Park Bldg., Olive Way at Boren, Seattle, WA 98101. **CT**

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Ships in the Movies

Continued from page 46

partygoers standing behind Gavin McLeod or sunbathers stretched out behind some famous guest star. And you get paid, too—the magnificent sum of \$1 per day.

"Passengers just love to get into the show," said a spokesman for Princess. "We had a 6 a.m. shoot one morning for a formal cocktail reception—black ties and gowns—and were panicky that no passengers would turn up at that hour (they needed 20). At 6:05, when the cameras rolled, we had 126 passengers, dressed to the hilt, in the shot. It was great."

Film companies generally list areas for passengers to avoid if they don't want to be bothered by cameras in the ship's newspaper. The film crews try to work early morning hours to avoid the crowds. Few shots are done at night. Interior night shots are done in ballrooms or hallways with blacked out windows. Other interiors are done in studios.

Most of the "Love Boat" interiors are done in studios, too. They could not be done on a ship without totally disrupting the cruise.

The stars who appear in television and film aboard ships enjoy themselves, surprisingly.

Arlene Dahl, the movie actress, tries to take as many cruises as she can to tie in with Arlene Dahl film festivals on ships or beauty programs at which she is the host.

"I always feared that being on a ship, which is sometimes smaller than you think in terms of space for privacy, I'd be constantly interrupted by people. But that doesn't happen. Cruise passengers come up and say hello, maybe get an autograph, then wish you a nice trip and leave. All of my cruises have been very pleasant."

Peter Falk spent most of his movie movie afternoons off sitting in the middle of the passengers next to the swimming pools telling stories and trading jokes. Gavin McLeod spends so much time sitting with passengers that his producers say they wonder if he isn't one of them.

"You must remember that a lot of the celebrities are on their first cruise, too, and enjoying it as much as everyone else," said a Home Lines official.

It is the passengers, not the size of the ship or the weather or the design of the ship, that presents the biggest single obstacle to filmmakers.

"Every filmmaker must remember that he is there on just another job, and maybe it's his ninth cruise job, but those passengers are there for the first time, usually on a once in a lifetime vacation for which they've saved for 30 years. You must not interrupt them, upset them or bother them. Everything must be done around them, not near them," said Ralph Weisinger, head of Avon Productions in New York, which has shot dozens of commercials on cruise ships in addition to cruise promotional films.

Weisinger tries to mingle his actors with



Peter Falk's Columbo solves case aboard Princess ship; relaxes outdoors between scenes.

passengers for his shots, getting all of the necessary approval, and makes his camera people move through crowds as unobtrusively as possible.

"We have to work while fitting in, not while sticking out like a sore thumb," he said, and even has his crew dress in tuxedos and gowns to film a formal dinner.

Movies about ships present unique problems too, which producers like Weisinger must wrestle with for months. As an example, Weisinger once needed a shot of the bow of the ship cutting through the waves, so he attached a 60 foot long boom pole to the front of the bow and dangled a camera off it, at sea level, for the reverse shot. Another time he hired a helicopter to fly over 100 miles from land to catch the only time on the only day a certain ship would be sailing through the area of ocean he wanted.

And the producer must bring everything with him.

"Did you ever try to buy a screw driver on a cruise ship 500 miles from land, or a 60 watt lightbulb?" said Weisinger. "You had better carry all you need on board."

Weisinger, like other filmmakers, says cruise passengers are easy to work with. "They are the sweetest people on the earth. They let you do your work, don't complain about you being around while they're on a vacation and, best of all, are nice to the crew when we're not working. I've been on 11 or 12 cruises to make movies or commercials and I hope I'll go on 11 or 12 more. It's hard work, but you can't top the people."

So the next time you're lounging on the deck of a cruise ship and a man with sun glasses taps you on the shoulders and says you ought to be in pictures, look for the camera, after all, they found Lana Turner in a drug store, didn't they? **[CT]**

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M/S ASTOR . . .

Reviewing a new ship is always exciting, but the chance to cover a brand new ship from a *brand new cruise line* was an added bonus. I relished the opportunity as I boarded the 18,800 gross ton M/S Astor in Montego Bay, Jamaica, and cruised with 500 Germans and 100 Americans up to Fort Lauderdale, via Grand Cayman Island.

The first thing that struck me as I approached United Cruise Lines new ship was the broad, stem-to-stern deep royal burgundy strip running the length of the upper deck—a striking design motif set off against the sleek white of the rest of her hull.

From the moment you first board it is apparent that the Astor is not just another cruise ship, but in fact is a *luxury* vessel that, while brand-new, has been built as a sort-of mesh between the old transatlantic luxury liners and the large, super-expensive, oceangoing yachts.

I was checked at a hotel-desk type of operation, where cabin keys and meal-sit-

ting assignments are handed out, and then personally escorted to my room by one of the ship's sprightly, multi-lingual cabin attendants who, being female, are called stewardesses. (Not special treatment for me, either; every passenger receives that personalized service, in addition to an offer from the stewardess to unpack and put your clothes away!)

Before going on to the other public areas of the Astor, I first inspected the cabins. Except for the ship's four heavily-wooded, Art Deco-style suites, virtually every cabin on the ship is similar, so most of the 638 passengers need not envy one another. Size-wise, the cabin could be more spacious in view of its position as a world-class luxury vessel, but, nonetheless, ample. All cabins have full-size "Viking" windows—nary a port hole to be found!

Cabin walls have an off-white fabric covering, and the two floor-to-ceiling clothes closets have mahogany doors and

wooden—not metal—hangers, and plenty of them! They are separated by a *very welcome* full length mirror. Drawer space is plentiful, both at the bottom of the closets and in a chest that has lock and keys for each drawer. Every cabin has a three-channel radio and a color TV set tied into a system that permits reception of local stations anywhere in the world, despite the fact that there are many different types of TV systems in various countries. That TV also brings the ship's movies, entertainment, and activities announcements straight into every cabin. (There is no cinema on the Astor.) A bow-camera permits passengers to watch entry to and exit from all ports from the comfort of their rooms.

Again, with the exception of the Astor's suites, no cabin on the ship has a bathtub—showers only! And here is one of the few problem areas I found on this sleek new vessel—the shower set-up is *very European*: a hand-held spray-spout and no door or

Not Just Another New Ship

New Astor combines best of "old" liner luxury with latest innovations as she sails from home base of Ft. Lauderdale to Caribbean By Joel Glass



Cozy Lounge Bar is a relaxing area, while indoor pool is main attraction of unique fitness center including sauna, solarium and massage. One finds a comfortable "European" decor of mahogany and rosewood throughout public rooms.



shower curtain. The only thing it has is a non-moveable vertical pane of clear glass extending half the length of the stall. Most Americans on my cruises aboard the Astor experienced difficulty with this and found an indoor "wading pool" rapidly forming on their floor every time they showered. (We had to learn to place the bathtub atop the toilet seat before showering!)

There may be hope, though. Executives of Astor United Cruises, which is operating the ship from headquarters at Port Everglades, told me that they hoped at some point to be able to possibly install doors, at least in some of the bathrooms. On the other hand, a very positive point—and one that means a lot to me—is that the sink faucet stays on *by itself*, just like at home, eliminating that clumsy difficulty on many other cruise ships of trying to scrub your face with both hands while mashing down the faucet at the same time.

And, speaking of things like tossing, sev-



M/S Astor—to the Caribbean and beyond.

eral things should be noted here. On the positive side, the Astor's engines have been specially built and set on rubber mouldings so that you'll feel far less vibration at sea than on most cruise ships, even if your cabin is directly over the engines. Another bright spot, particularly for late-sleepers such as myself, is that the insulation around the Astor's cabins is superb; it's almost impossible to hear noise in the passage-ways, or next door!

Next, I toured the ship, deck-by-deck. For sun-worshippers, there are three places for turning one's self into a lobster—on Sun Deck, Bridge Deck and Boat Deck—the three top levels of the ship. All are aft. There are two swimming pools, one outdoors aft on Boat Deck, the other indoors and heated on C-Deck, the ship's lowest level. That almost Olympic-size pool is part of the Astor's Fitness Center, which includes a massage room, solarium, sauna and fitness room.

Also on C-Deck is the ship's hospital, and here I found one of the most unusual facilities on any cruise vessel afloat. The Astor carries seven kidney dialysis machines and a medical doctor specializing in such treatment. This permits kidney patients, some of whom need the machines as often as several times a day, the opportunity for the first time to enjoy the delights of ocean cruising. (Please note, if you need

such treatment, that it must be booked at least four months prior to intended sailing date, and there is an additional charge of \$240 per treatment, which includes the physician's services. The doctor in charge told me that his seven machines can serve up to 21 dialysis patients a day.)

Moving upward, B-Deck offers a small auditorium and a lavish, European-style beauty salon, along with passenger cabins. A-Deck, which is where the reception area is, has only cabins.

The Promenade Deck is where I found luxury at its finest—the deck that perhaps all by itself makes the Astor the gem that she is. Beginning aft, I found the ship's restaurant, the Waldorf Astoria Dining Room, a blend of blues, purples and starched whites, tables comfortably farther apart than on most cruise ships, and waiters who are cheery, helpful, and obviously well trained. (They all are European, as is every other employee on the Astor, primarily German, Swiss and Austrian.)

The menus lean heavily toward the Continental, with a number of German and Swiss dishes, and fresh seafood. Most are excellent—well-prepared and made to look beautiful as they arrive at the table. But watch out for the "American-style" dishes such as hamburger, some steak and roast beef, which ranged from poor to only adequate. But then again, you're on a *European* (West German registry) ship, so enjoy the European dishes (superb) along with the *ambiance!* There are two sittings for each meal.

For groups of up to 12 who wish to dine privately, another unique feature of the Astor are its two beautifully-decorated private dining rooms—The Waldorf and The Astoria—both just off the main restaurant.

Moving forward on Promenade Deck, I found on either side of the ship two lovely Galleries with original art adorning the walls, plants, and luxurious tables and chairs, all surrounded by large horizontal windows providing beautiful sea-views. For the non-smokers, these are the areas for non-nicotine relaxation, conversation and afternoon tea or early evening cocktails.

Between the two Galleries are the ship's boutique and Harry's New York Bar—a pleasant, glass-enclosed copy of the famed bar in New York's Waldorf Astoria Hotel. (By now, you must be thinking the ship was named after that hotel, but, in fact, it's actually named after the late multi-millionaire John Jacob Astor, whose profile adorns the ship's logo on the Rosenthal china, the towels and soap, the terrycloth white bathrobe placed in every cabin, and on souvenirs in the boutique.)

Further forward, on opposite sides of the deck, are the ship's library and card room—again, both done in lavish decor and replete with the same real and synthetic mahogany and rosewood walls, ceilings and tables that abound in the ship's public areas, giving it that yacht-like feeling. (One of

Continued on next page

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Astor continued

those two rooms may soon be converted into a small gambling casino; right now, the Astor has only a few slot machines.) Forward on Promenade Deck is the Main Lounge "Redoute," where the nightly entertainment takes place—a very comfortable room in which the stage can easily be seen from any table.

Boat Deck offers two Verandas that are glass-enclosed on the sides for sunning without hair-blowing. Between them is the fully-enclosed and popular Lido Bar, where a small band plays at night and passengers attempt to dance on a rather small dance floor. The Main Lounge's dance floor is much more spacious.

And, finally, on Bridge Deck is my personal favorite—and one that undoubtedly will be yours if you're a night-person. The Pub is just that—a small, cozy, dark, back-of-the-ship copy of your standard English pub. But when those long beer-on-tap handles are pulled down by Henry the bartender, what you get is not English brew, but something called *Jever*—a frothy, North German beer that takes a little getting used to because of its slight bitterness. It is unique and really grows on you!

The Astor is being promoted as "in a class by itself," and she truly is that—she's quite European in style, but will be pleasing to most Americans. The cruise line has de-

signed the ship primarily for those aged 50 and above, who have cruised before, and can afford a *pre diem* fare averaging \$200-\$235, plus air fare to and from the ship. (Air fares are included in the Astor's cabin rates on published price lists. With that addition, the total *per diem* actually is in the \$300 category.)

The ship is having a split personality schedule-wise. Since last December, she has been sailing in various parts of the world with a European clientele. But as of May 22, she began a series of sailing from Cuxhaven, West Germany, to the British Isles, through the Norwegian fjords, and around the North Cape. On those sailings, the line expects 80% of the passengers to be from North America.

On October 31, the Astor will call Port Everglades, Florida, home, conducting 11- to 14-day sailings from there through the Caribbean, Central America and surprisingly, the Amazon. Each sailing will follow a different itinerary, and the line will permit Americans to combine two or more consecutive cruises, creating 21-day or longer vacations.

All in all, this is a ship that is truly different; one that may not be for everybody, but one that certainly is destined to please quite a few of us for years to come.

For more information write Astor-United Cruise Lines (Cruise Travel Magazine), P.O. Box 13140, Port Everglades Station, Ft. Lauderdale, FL. 33316. **[CT]**

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Cruise Basics continued from page 30

as well. Stabilizers and medical medication are available when needed.

What about my baggage? Your only hesitation in signing up for a cruise may be the fear that you'll have to or are unable to haul a lot of baggage around. No one will ever know how many potential reservations were left unmade for that reason.

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- Have a thick skin because some of your servants won't always be cheerful;
- And, if your luggage isn't on wheels, your behind times. I think they're imperative.

Equally important: don't over-pack, you'll never use as much as you think you will.

Where airport-cruiseship transfers are in-

volued, all you have to do is get your luggage—with a porter's help, if necessary—from the carousel to the spot at the port city's airport from which your cruise line will pick it and you up. The next time you see your suitcases will be in your cabin. On the return, your baggage will either be delivered to customs (where you may have to lug it a bit) or to a baggage check-in position at the departure airport. You'll next see it, hopefully, at your home city's airport.

How about prices? Fares can range from about \$100 per day per person to more than \$400. For a pre-set price you get accommodations, food, entertainment, and all the educational and recreational activities you can handle. The extent of lavishness you demand accounts for the difference between the \$100 and \$400 tab. Paying higher prices could get you a "sleeker" ship, a larger cabin—perhaps with a window instead of a porthole, a higher deck, a single-seating dining plan instead of meal "shifts," more luxurious public areas and/or dining rooms, more attention from a larger (and better trained?) crew, finer linens, nicer glassware—polished each time it's placed on your table, fine chinaware, fresh fruit in your cabin every day, fresh flowers on your table . . . and, finally, up to nine mealtimes a day instead of only five! But, even at the lowest rates you'll have the run of a "floating" luxury hotel and be treated as the "VIP" you are. **[CT]**

Enjoying the low-key, laid-back good life aboard

You have to move slowly on this ship," said Sol Masullo, Chief Purser of the World Renaissance. "There are not many places you can go, so you take your time."

That sums up the informal, "laid-back" atmosphere found on this Costa Line ship. Off the ship there's almost too much to do, with a port of call each day in the Eastern Caribbean. Midway through the week you're islanded-out looking for an excuse to stay aboard, prop your feet up by one of the two pools, and sip and sun away the afternoon. One passenger even suggested taking a day off from the island hopping just to remember what being lazy is all about.

The advantage to the World Renaissance's relaxed schedule is there are no "have-tos." Of course, on any cruise you can choose to do or not do anything that suits your vacation fancy. But here ship-board activities are low-key or nonexistent to the point you don't feel as if you missed the chance of a lifetime if you don't join in the bingo games or afternoon tea.

A rundown of daytime activities extends from early morning Mass, arts and crafts, cards and boardgames available in the Card Room, radio theatre and videomovies, and a dance class or two. In Martinique a folkloric show of native dancers entertains aboard ship. And with two pools, there's no problem or overcrowding. (Deck chairs rent for \$5/week.) Disco swings nightly in the Cafe de Paris.

There's one main show in the evening at 10:30 during most sailings. (Two shows are performed after each dinner seating when the 520-passenger capacity ship is fully booked.) The competition for showtime is the movie or the slot machines and two Blackjack tables. Even with a game of "21" the sometime gambler can listen to the show since the tables are in a corner of the Grand Salon. Serious betters will find the background entertainment a distinct distraction.

On evenings designated as "formal" ladies are apt to wear short cocktail dresses or

Costa's World Renaissance

by Carolyn Stromeyer Thornton

pantsuits in equal numbers with those choosing long gowns. And here a man can sneak by without even a tie.

Meals are served by first and second seating in the main dining room breakfast, lunch and dinner. But aboard the World Renaissance a large percentage of passengers order room service for the wakeup meal or munch on the fruit left in the room each night. For lunch it's easiest to grab a bite of pizza, pasta or hamburgers on the Pool Deck between shore tours, and save the big meal for the evening when the dining room is decorated to suit each evening's theme.

The dining room is comfortably arranged with a good number of circular tables conducive to conversation, which is a good thing since there's little or no view from the side portholes. The one oversized thing you will notice right away are the coffee cups.

The menus sometimes become a guessing game to separate the entrees from the soups and appetizers. And the waiters, generally of Central and South American nationalities, are not always enlightening with the translation. However, unless you catch one on an off day, they're more than willing to turn an appetizer into a main course for you, or give you a sample of entrees when you can't make up your mind. But it's best not to order too many dishes simply because portions are large. (Special food preparations can be arranged when requested in writing at time of booking.)

Save room—at least for a nibble—for the Midnight Buffet, which also takes a theme

(cheese, pastry, fruit—try the coconut rum punch) each night. This is perhaps the most successful and elaborately decorated meal of the cruise. Be sure to check the ship's newsletter since the Midnight Buffet is indeed a unique event. Each night it moves to a different part of the ship; nice variety and fun. It will begin up on deck for the San Juan sailing, moving to the kitchen one night, then to the restaurant and back on deck for a barbecue buffet on the last evening.

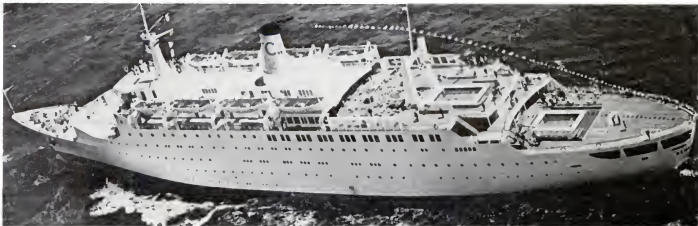
Menus, programs and activities are translated into Italian, Spanish and English. And an effort was made by the cruise staff to make announcements in other languages for the number of Europeans sailing during the time of my cruise. Hotel and food services are Italian aboard the Greek registered World Renaissance which is staffed by a crew of 220 from 22 nations. Any sailing will give you a cosmopolitan mix both above and below decks.

The 12,000-ton, 492' long World Renaissance is a compact ship. Rooms are furnished with twin beds, a table, bedside lamps, a full length mirror and a lot of closet space. Suites are larger with more walking space, a desk and chair. Some rooms have double beds. You'll probably find, with the itinerary of a port each day, that very little time is spent in your room.

The World Renaissance has one elevator and one main staircase that will accommodate two abreast. Tall people will notice the overhangs. (Other stairs are located forward and aft.) Joggers, leave your tennis shoes behind. There is no deck to completely circle the ship and getting on deck from the center forward can spin you in circles with a zigzagging maze of steps and passageways taking you up and around before you go out.

Cost of the cruise, \$775-\$1595 per person double occupancy, and the ports of call were the reasons most frequently mentioned for choosing this Costa ship. Sailing from San Juan in the heart of the Caribbean gives the World Renaissance an island jumping headstart over Miami based vessels. Those

Passengers find the six-port visits good change of pace from easy-going Renaissance routine



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World Renaissance Captain of Challenge

"My life is the navy," Captain Angelo Kouris said as he took time to soak up the sun while the ship remained docked in St. Lucia. At the age of 14 he left his home in Corfu, Greece to study at the Royal Naval Academy, spending most of his educational years in England. He combined his high school courses with English submarine and aviation school and by the time he was 24 was captain of his first command, and still first love, a submarine.

When his job involved mounting piles of paper work, he turned to more challenging positions with private yachts and charter ships. "I was born for challenge," he said, explaining how he was once Captain of one of Onassis's yachts, sailed a three masted schooner named the Creole and has been Captain of the Argonaut, World Discovery, Neptune, Jupiter, Hermes, Stella Maria, the Jason ("Little ship but terrific, like a rocket") and now for a year and a half, the World Renaissance.

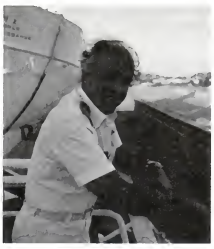
As we discussed the ships with the Greek and Roman names, Captain Kouris told me about the 12 Greek gods of Mt. Olympus, weaving each god and goddess's purpose into our conversation. We discussed Alaska and the cracking and crashing sounds of the glaciers. "I like the north for the summer. The Caribbean is a place for Americans to go to read about the bad weather in the winter.

"I have no address for anything in the world," he said, revealing that he has been married, but has no children. "I own about ten suitcases." After several months onboard he will take ten or fourteen days off and travel ashore. But then he becomes bored and is ready to return to the ship. "It is not like a routine life outside," he said, "where you go from home to office and nothing changes. Here, latitude, longitude, people and conditions change all the time."

On a typical day, he rises early to bring the ship into port. "My first duty is the safe handling of the ship." He has papers and

administration to handle since all the financial, hotel, social and technical services pass through his inspection. He may also go ashore to the port agent and make related business calls. In his free time he likes to take in a game of tennis, go skiing, swimming or flying.

"I have to work now for the challenge," he said, "not the money," but confided one day he would like to buy a yacht and live aboard in the Cote d'Azur area. "It's a good life."



At day's end, a chance to relax.

looking for an overview of the islands without the expense will find the World Renaissance ideal as a base for exploration. (A Florida real estate agent I talked with told me airfare alone to St. Thomas cost two-thirds of what the entire week aboard the World Renaissance plus port stops cost).

While you may not find many strenuous activities on the ship (the gym has two exercycles and a padded floor), participation in the port-of-call shore tours can wear you out. Water-related shore options include the Buccaneer in St. Lucia where you can be made to walk to plank. The Jolly Roger in Antigua lets you snorkel over a coral reef and shipwreck. In St. Thomas you can sail on a private yacht, or as in Martinique swim and sun from the Kon Tiki raft. St. Maarten and Barbados are other World Renaissance stops where beaches lure you to the water's blue. The only problem here is after a few days of soft breezes and sandy shores the islands and rum punches start to run to-

gether. But who cares as long as it blends into one bronzed tan that's the envy of all your winterized friends back home.

(From mid-April through July the World Renaissance will be sailing on one week cruises to Bermuda from Baltimore, Philadelphia and Charleston.)

Summing up her main benefits, one passenger referred to the World Renaissance as being "like a small yacht, where you have a better chance of getting to know people. You're more likely to see the officers and feel the warmth of the crew. You dock at all the ports with no wasted time tendering in from an anchor point." A Canadian travel agent who had traveled on many other ships including the QEII said, "It's like comparing a VW to a Cadillac. There are a lot of places you can go in a VW that you can't in a Cadillac. I prefer this size ship."

For more information contact Costa Cruises, (Cruise Travel Magazine), 733 Third Ave., New York, N.Y. 10017. **CT**

Books on the Americas

Originally made to carry bricks, the 68 foot schooner began offering picnic excursions the summer of 1910 when business was slow. However, it was not until the mid 30s that a few windjammers began to be used regularly for vacation cruises on the Maine coast. By then an alarming number of these stately sailing craft had already disappeared from coastal waters. Today 12 schooners from 64 to 121 feet boat 20 to 38 passengers and sail during the summer season from Camden, Rockland, Rockport and Belfast.

Twenty-five years after our cruise, we returned to see if it was all as good as we remembered. This time we were forty-five—still full of romantic notions. A lot of water had gone over the deck since our memorable week before the mast. We had two children (one named Stephen), a mortgage and had survived mid-life crises (that had arrived right on schedule) and the resulting career changes.

We chose to sail with the same captain we'd had before. Havilah "Buds" Hawkins had 30 years experience cruising Penobscot Bay and we knew he ran a good ship. He designed the schooner Mary Day and had her built to his exact specifications in 1962. At that time it was the first center board schooner for carrying passengers to be built in 20 years.

Days on the Mary Day unfolded easily.

OUT OF PRINT BESTSELLER NOW A COLLECTOR'S ITEM!

The Love Boats



Jeraldine Saunders' naughty and funny novel that became the smash ABC-TV hit series of the same name. This is a fast-reading and zany account of the true adventures and misadventures of a female cruise director. The authors first-hand tales of life and love aboard some of the world's plushiest ocean liners provides the background for this entertaining and hilarious log of voyages. For arm-chair enjoyment, or as a prerequisite prior to embarking on a cruise, this is fascinating reading for all. \$1.75 plus \$1.00 postage/handling (\$2.75). Illinois residents add 6% tax.

WORLD PUBLISHING CO.
1020 Church St., Evanston, IL 60201

We helped set and trim the sails, weigh anchor and joined casual sessions on navigation if we were so inspired. Sometimes we curled up with a book, napped in the sun or just chatted the time away.

Our week lived up to expectations on all counts. The scenery was remarkably unchanged. Some condominium construction slightly altered the look of Camden harbor, but most of our ports of call were as quaint and timeless as ever. After mooring for the night, we'd go ashore to explore. We strolled tranquil fishing villages where prosperous sea captains had built sturdy gingerbread houses crowned with widow's walks. Or we climbed granite boulders on deserted islands.

Though our appetites were invigorated by pine-scrubbed air, we were always offered more than we could eat. Platters of scrambled eggs, bacon and sausages were highlighted by pumpkin muffins or blueberry pancakes. If it was sunny, we settled into a lifeboat on deck or stretched out near the wheel to enjoy lunches of fish chowder and fresh fruit salads with biscuits or cornbread warm from the woodstove. Dinners were feasts of roast beef or turkey with all the trimmings. The culinary event of the week was a lobster bake on shore. Live lobster were steamed bright red in great tubs over a driftwood fire and we were invited to eat as much as we wanted. If there's a more succulent food anywhere, I don't know what it is. In our gluttonous state, we created an embarrassing stack of shells and had to pass up homemade apple pie for dessert.

In keeping with the tone of the cruise—getting back to basics—accommodations were adequate but far from luxurious. A steep ladder led to our small room. If one of us wanted to dress, the other had to climb into the double decker bunk or risk getting stabbed with an errant elbow. Two flush toilets served our 28 shipmates. Washing and toothbrushing were accomplished on deck with water from barrels near the bow. The clattering metal washbasins of 25 years ago had been replaced by less cacophonous plastic, decidedly easier on the early morning ear. Some soaped up and braved the brisk water while at anchor. Most of us waited for hot showers on shore, a luxury we enjoyed twice during the week.

Some of our best memories on this trip center on the camaraderie aboard. At night or on rainy days, we'd gather in the galley to play cards or word games. The captain would bring out his violin and suddenly we'd have a complete musical group going strong including a guitar, harmonica, concertina and many a stomping foot. The selections covered the musical waterfront with sea chanteys a clear favorite. Sometimes passengers from other windjammers would join the festivities. Or we would check out the activities on their ships. Twice we moored beside the Stephen Taber where we'd chat with our captain's son, now captain of his own schooner. Remembering him as a tow-headed toddler of years ago reminded us of the swift passage of time. I



The 68 foot schooner Stephen Taber



Captain "Buds" Hawkins brought a togetherness to his "crew" with a friendly fiddle aboard the Mary Day.

know we won't wait twenty-five more years before once again plying the coastal waters of Maine under the straining sails of a stately windjammer. **CT**

Windjamming the Coast

Windjammer trips are run by the **Maine Windjammer Assn.**, a company in business 46 years. Their fleet of 12 schooners (64 to 121 feet long for 20 to 38 passengers) sail from the Maine ports of Camden, Rockland, Rockport and Belfast on six-day cruises until late September. The trips cost from \$300 to \$365 per person which includes all meals. Rates are generally lower in June and September. June's days are longer but refreshing September breezes make it perhaps the finest month for sailing. Demand is especially high during July and August and reservations should be booked well in advance. For more information write to Maine Windjammer Association (Cruise Travel Magazine), Box 117 P, Rockport, Maine 04856.

If you would prefer a one-day or overnight cruise, try the schooner **Mystic Whaler** sailing from Annapolis, Md. A one-day trip costs \$45 per person and includes breakfast, lunch and snacks. The cost for the overnight trip is \$59 to \$65 per person, depending on accommodations. Meals are included. Ask about one and two-day "Sneak-Away" cruises at midweek and on weekends sailing from Mystic, Conn., and Annapolis until November. Write for details: Mystic Whaler (Cruise Travel Magazine), 7 Holmes St., Mystic, Conn. 06355.

Schooner cruises run by P.E.I. Sailing Excursions out of Victoria Harbour, Prince Edward Island, Canada are aboard the **Mirana** and the **Mara**. You can select a three-hour trip, a coastal cruise ranging from six to 12 hours, or overnight trips of two or three days. Ports of call include Murray Harbour, Charlotte Town and Summerside. Write P.E.I. (Cruise Travel Magazine), Sailing Excursions, Victoria Harbour, Prince Edward Island, Canada C0A 2G0.

CRUISE TRAVEL MAGAZINE

Your Personal

CRUISE CALENDAR Summer-Fall 1982

Since most vacationers usually select their travel location first, then the ship they will cruise on, we have listed your Cruise Calendar as follows: popular destinations; area of departures; cruise company; cruise ship; departure dates; length of cruise (days, ports-of-call, and minimum-maximum fare price range, per person-double occupancy). Air fare is extra except where noted, but free or reduced air fares are frequently available through the cruise lines. New ships, schedules and costs will be added or updated throughout the year. While all efforts have been made to assemble accurate up-to-date information, Cruise Travel cannot be responsible for omissions, errors or changes.

CARIBBEAN

Florida (Miami)

Carnival Cruise Lines

Carnival, Sundays—7 days: Samana, San Juan, St. Thomas, Miami. **\$760-\$1,495**
Festive, Saturdays—7 days: Nassau, San Juan, St. Thomas, Miami. **\$760-\$1,495**
Mardi Gras, Sundays (except Aug. 25-Sept. 21): 7 days: Cozumel, Grand Cayman, Ocho Rios, Miami **\$760-\$1,495**

Commodore Cruise Line

Boheme, Saturdays—7 days: Puerto Plata, St. Thomas, San Juan, Cap Haitien, Miami **\$750-\$1,500**

Costa Cruises

Amerikanis, Fridays—3 days: Nassau, Miami **\$235-\$540**
Monday—4 days: Nassau, Freeport, Miami **\$310-\$665**

Eastern Cruise Lines

Emerald Seas, Fridays—3 nights: Nassau, Miami **\$240-\$555**
Monday—4 nights: Nassau, Freeport, Miami **\$315-\$685**

Norwegian Caribbean Lines

Norway, Saturdays—7 days: St. Thomas, Nassau, Out Island, Miami. **\$870-\$4,200**
Skyward, Sundays—7 days: Playa del Carmen, Cozumel, Out Island, Miami. **\$990-\$1,895**
Southward, Saturdays—7 days: Cozumel, Grand Cayman, Ocho Rios, Out Island, Miami. **\$910-\$1,695**
Starward, Sundays through Oct. 24—7 days: Nassau, San Juan, St. Thomas, Out Island, Miami **\$910-\$1,465**
Oct. 31-Jan. 16, 1983—7 days: Puerto Plata, San

Juan, St. Thomas, Out Island, Miami. **\$910-\$1,465**
Sunward II, Fridays—3 nights: Nassau, Out Island, Miami **\$250-\$550**
Monday—4 nights: Nassau, Out Island, Freeport, Miami **\$350-\$715**

Paquet Cruises

Dolphin, Fridays—3 days: Nassau, Miami **\$240-\$520**
Monday—4 days: Freeport, Nassau, Miami **\$315-\$640**

Rhapsody, Saturdays, Nov. 20-May 14, 1983—7 days: Playa del Carmen, Cozumel, Grand Cayman, Ocho Rios, Miami. **\$635-\$1,655**

Royal Caribbean Line

Nordic Prince, Every other Saturday through Oct. 23—14 days: Ocho Rios, Curacao, La Guaira (Caracas), Barbados, Martinique, St. Thomas, Santa Domingo, Port-au-Prince, Miami. **\$1,965-\$4,900**
Beginning Nov. 6—Every other Saturday—14 days: Ocho Rios, Aruba, Curacao, Barbados, Martinique, St. Maarten, San Juan, St. Thomas, Miami **\$1,965-\$4,900**
Song of Norway, Saturdays through Oct. 23—7 days: Puerto Plata, San Juan, St. Thomas, Miami **\$995-\$1,835**

Beginning Oct. 30—Saturdays—7 days: Grand Cayman, Montego Bay, Cozumel, Miami. **\$995-\$1,835**
Sun Viking, Sundays through Oct. 24—7 days: Port Antonio, Grand Cayman, Cozumel, Miami **\$995-\$1,565**
Beginning Oct. 31—Every 3rd Sunday—10 days: St. Thomas, Antigua, Barbados, Martinique, St. Croix, Miami **\$1,415-\$2,400**
Every 3rd Wednesday—11 days: St. Thomas, Caracas, Curacao, Ocho Rios, Port-au-Prince, Miami **\$1,560-\$2,610**

Song of America, Inaugural—Dec. 5, Sundays—7 days: Nassau, San Juan, St. Thomas, Miami **\$995-\$1,965**

Scandinavian World Cruises

Scandinavian Star, Winter 1982-83 Inaugural—Fridays—3 days: Nassau, Out Island, Miami **\$190 per day**
Monday—4 days: Nassau, Out Island, Freeport, Miami **\$190 per day**
Scandinavian Sun, Daily service between Miami and Freeport.
Deck space (one way): \$59
Deck space (round trip): \$89
Cabin (round trip) additional: \$40

Fort Lauderdale (Port Everglades, FL)

Holland America Cruises

Rotterdam, Oct. 30, Nov. 6, 13, 20, 27—7 nights: St. Thomas, St. Maarten, Nassau, Ft. Lauderdale **\$815-\$1,425**
Dec. 4—3 nights: Nassau, Ft. Lauderdale **\$350-\$610**
Volendam, Nov. 2—4 nights: Montego Bay, Ft. Lauderdale **\$465-\$725**
Nov. 6, 20—14 nights: St. John, St. Maarten, Martinique, Barbados, Antigua, San Juan, St. Thomas, Ft. Lauderdale **\$1,620-\$2,590**
Dec. 18—14 nights: St. John, Martinique, Barbados, Trinidad, Aruba, St. Maarten, St. Thomas, Ft. Lauderdale **\$2,180-\$3,130**

Home Line

Atlantic, Oct. 26—11 days: St. Thomas, Barbados, Granada, La Guaira (Caracas), Curacao, Ft. Lauderdale **\$1,120-\$3,250**
Nov. 8—9 days: St. Thomas, St. Maarten, Antigua, San Juan, Ft. Lauderdale **\$1,330-\$2,675**
Nov. 17—10 days: San Juan, St. Thomas, Monserrat, Barbados, Antigua, Ft. Lauderdale **\$1,470-\$2,690**
Nov. 27—11 days: St. Thomas, Martinique, Barbados, Granada, La Guaira, Curacao, Ft. Lauderdale **\$1,620-\$3,250**
Dec. 8—10 days: St. Thomas, Martinique, St. Vincent, Barbados, Antigua, Ft. Lauderdale **\$1,470-\$2,690**
Dec. 18—15 days: Montego Bay, Curacao, Bonaire, La Guaira, St. Lucia, Barbados, Martinique, San Juan, St. Thomas, Ft. Lauderdale **\$2,355-\$5,075**
Oceanic, Sundays—Dec. 5, 12—7 days: San Juan, St. Thomas, St. Maarten, Ft. Lauderdale **\$885-\$2,190**

Norwegian American Cruises

Sagafjord, Dec. 18—18 days: Playa del Carmen, Cozumel, Grand Cayman, San Blas Islands, Cartagena,

Aruba, Bonaire, Trinidad, Barbados, Tortola, St. Thomas, Ft. Lauderdale **\$3,130-\$7,820**

Sitmar Cruises

Fairwind, Sept. 25, Dec. 4, 11—7 days: San Juan, St. Thomas, Nassau, Ft. Lauderdale **\$925-\$2,035**
Aug. 28, Sept. 11—14 days: St. Thomas, Antigua, Fort-de-France, Barbados, Aruba, Cartagena, Panama Canal (Gatun Lake only), San Blas Islands, Ft. Lauderdale **\$1,895-\$3,595**
July 28, Aug. 18, Oct. 13, Nov. 3, 24—10 days: St. Thomas, Antigua, Martinique, St. Maarten, St. Croix, Ft. Lauderdale **\$1,255-\$2,795**
July 17, Aug. 7, Oct. 21—11 days: Curacao, La Guaira (Caracas), Martinique, St. Thomas, Tortola, Nassau, Ft. Lauderdale **\$1,380-\$3,075**
Oct. 23, Nov. 13—11 days: Puerto Morales, Isle of San Andres, Panama Canal (Gatun Lake only), San Blas Islands, Cartagena, Nassau, Ft. Lauderdale **\$1,380-\$3,075**

Royal Viking Line

Royal Viking Sea, Dec. 14—28 days: Barbados, Devil's Island, Recife, Rio de Janeiro, Salvador, St. John's, St. Thomas, Ft. Lauderdale **\$5,600-\$13,748**

New York

Cunard Line

Queen Elizabeth 2 (QE2), Aug. 19—3 days: "Cruisa to Nowhere," New York **\$495-\$750**
Oct. 22—5 days: Bermuda, New York **\$785-\$2,345**
Nov. 7—7 days: San Juan, St. Thomas, New York **\$1,095-\$3,285**
Dec. 19—2 days: "Cruisa to Nowhere," New York **\$320-\$480**
Dec. 21—14 days: Nassau, St. Thomas, Martinique, Barbados, St. Vincent, La Guaira (Caracas), Bonaire, New York **\$2,570-\$9,035**

Holland America Cruises

Rotterdam, Oct. 8, 18—10 days: St. Maarten, St. Thomas, Hamilton (Bermuda), New York **\$1,250-\$2,695**
Dec. 23—16 days: Christmas/New Year Cruise—San Juan, St. Maarten, Martinique, La Guaira (Caracas), Guadalupe, St. Thomas, Norfolk, New York **\$1,440-\$4,435**
Veendam, Saturdays through Oct. 23—7 days: Hamilton (Bermuda), New York **\$760-\$1,395**
Volendam, Sundays through Oct. 24—7 days: St. George's and Hamilton (Bermuda), New York **\$760-\$1,395**

Scandinavian World Cruises

Scandinavia, Oct. 2 Inaugural—Every five days: Freeport, New York **\$330-\$630**
One way: **\$330-\$630**
Round trip: **\$610-\$1,150**

Home Lines

Atlantic, Saturdays through Oct. 16—7 days: Hamilton (Bermuda), New York **\$855-\$1,855**
Oceanic, Saturdays through Nov. 13—7 days: Bermuda, Nassau, New York **\$825-\$1,700**

Baltimore

Cruise International

Mardi Gras, Sept. 21—7 days: Bermuda, Baltimore **\$790-\$1,495**

Boston

Cruise International

Mardi Gras, Aug. 28—7 days: Bermuda, Boston **\$790-\$1,495**
Sept. 4—6 days: Bermuda, Boston **\$695-\$1,295**

Charleston

Costa Cruises

World Renaissance, July 11—7 days: Bermuda, Charleston **\$775-\$1,580**
July 18—6 days: Pt. Canaveral, Nassau, Curacao, La Guaira (Caracas) (and of course) **\$775-\$1,580**

Norfolk, VA

Cruise International

Mardi Gras, Sept. 11—7 days: Bermuda, Norfolk **\$790-\$1,495**
Sept. 18—3 days: Ocean Party Cruise **\$345-\$645**

Holland America Cruises

Rotterdam, Dec. 22—16 days: See New York listing.

Port Canaveral, FL

Scandinavian World Cruises

Scandinavian Sea, Feb. 12 Inaugural—daily: Cruise to Nowhere, and 2 day weekend cruises to Ft. Ransom (leaving Saturday and returning Sunday) beginning Feb. 20	
One way	\$90
Roundtrip	\$140
Cabin (one way) additional	\$50
Cabin (round trip) additional	\$80

Tampa

Bahama Cruise Lines

Veracruz, Saturdays, Oct. 16-May 1983—7 days: Cancon, Cozumel, Key West, Tampa	\$645-\$1,085
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Holland American Cruises

Vendrum, Nov. 16—4 nights: Playa del Carmen, Cozumel, Tampa	\$465-\$725
Nov. 20, 27, Dec. 4, 11—7 nights: Playa del Carmen, Cozumel, Montego Bay, Grand Cayman, Tampa	\$815-\$1,265
Dec. 18—14 nights: Montego Bay, Bonaire, Curacao, San Blas Islands, Isla de San Andres, Grand Cayman, Tampa	\$2,180-\$3,130

San Juan

Chandris

Victoria, Mondays through Dec. 13—7 days: St. Thomas, Martinique, St. Vincent, La Guaira (Caracas), Curacao, San Juan (rata includes airfare from New York)	\$1,049-\$1,525
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Costa Cruises

Carla C., Saturdays—7 days: Curacao, La Guaira (Caracas), Granada, Martinique, St. Thomas, San Juan	\$795-\$1,950
Dec. 18—10 days: Christmas Cruise—Curacao, La Guaira (Caracas), Granada, Barbados, Martinique, Antigua, St. Thomas, San Juan	\$1,260-\$3,095
Dec. 28—11 days: New Year's Cruise—Curacao, La Guaira (Caracas), St. Vincent, Barbados, St. Lucia, Martinique, Antigua, St. Thomas, San Juan	\$1,465-\$3,460

World Renaissance, Saturdays—7 days: St. Maarten, Martinique, Barbados, St. Lucia, Antigua, St. Thomas, San Juan	\$775-\$1,595
Dec. 21—7 days: Christmas Cruise—St. Maarten, Martinique, Barbados, Antigua, St. Thomas, San Juan	\$855-\$1,755
Dec. 28—8 days: New Year's Cruise—St. Maarten, Martinique, Barbados, St. Lucia, Antigua, St. Thomas, San Juan	\$1,025-\$2,055

Cunard Line

Cunard Countess, Saturdays—7 days: La Guaira (Caracas), Granada, Barbados, St. Lucia, St. Thomas, San Juan	\$995-\$1,620
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Cunard Princess, Saturdays (except June-Sep.) 7 days: Tortola, Martinique, Antigua, St. Maarten, St. Thomas, San Juan	\$995-\$1,620
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Princess Cruises

San Princess, Nov. 20, Dec. 4, 18—7 days: Curacao, La Guaira (Caracas), Granadines, Martinique, St. Thomas, San Juan	\$1,267-\$2,478
Nov. 27, Dec. 11, 25—7 days: Barbados, Granadines, Martinique, St. Maarten, St. Thomas, San Juan	\$1,267-\$2,667

TRANS-CANAL CRUISES

San Francisco

Holland America Cruises

Rotterdam, Sept. 6—21 days: Cabo San Lucas, Acapulco, Balboa, transit Panama Canal, Cristobal, San Blas Islands, Cartagena, Curacao, St. Maarten, St. Thomas, Ft. Lauderdale, New York (and of cruise)	\$2,830-\$9,110
Note: Cruise may also be taken as 19 days to Ft. Lauderdale.	

Norwegian American Cruises

Seafarjour, Sept. 5—16 days: Los Angeles, Mazatlan, Acapulco, Balboa, transit Panama Canal, Cartagena, Grand Cayman, Playa del Carmen, Cozumel, Ft. Lauderdale (and of cruise)	\$2,990-\$7,450
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Royal Viking Line

Royal Viking Sea, Nov. 27—16 days: Los Angeles, Mazatlan, Puerto Vallarta, transit Panama Canal, Cartagena, Curacao, Ocho Rios, Ft. Lauderdale (and of cruise)	\$2,789-\$8,947
Note: May be boarded in Los Angeles one day later.	

Los Angeles

Costa Cruises

Dephne, Oct. 30—19 days: Acapulco, Puntarenas, transit Panama Canal, Cartagena, Montego Bay, Playa del Carmen, Miami (and of cruise)	\$1,775-\$3,540
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Holland America Cruises

Statenland, Oct. 4—18 days: Cabo San Lucas, Acapulco, Balboa, transit Panama Canal, Cristobal, Curacao, Barbados, Guadeloupe, St. Thomas, Miami (end of cruise)	\$2,750-\$4,815
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Norwegian American Cruises

Seafarjour, Oct. 28, Dec. 1—16 days: Mazatlan, Puerto Vallarta, Acapulco, Balboa, transit Panama Canal, Cristobal, Cartagena, Santo Domingo, St. Thomas, Ft. Lauderdale (and of cruise)	\$3,180-\$7,950
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Princess Cruises

Island Princess, Sept. 25, Oct. 23—11—14 nights: Acapulco, transit Panama Canal, Cartagena, Aruba, Martinique, St. Thomas, San Juan (and of cruise)	\$2,646-\$5,544
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Royal Viking Line

Royal Viking Sea, see note under San Francisco sailings.	
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Sitmar Cruises

Fairsea, Oct. 2—14 days: Acapulco, transit Panama Canal, San Blas Islands, Cartagena, Aruba, St. Thomas, San Juan (and of cruise)	\$2,255-\$4,478
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Acapulco

Royal Cruise Line

Golden Odyssey, Dec. 28—12 days: Reverse of San Juan sailing.	
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San Juan

Princess Cruises

Island Princess, Oct. 9, Nov. 16, Dec. 25—14 nights: St. Thomas, La Guaira (Caracas), Curacao, transit Panama Canal, Panama City, Acapulco, Cabo San Lucas, Los Angeles (and of cruise)	\$2,646-\$5,908
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Royal Cruise Line

Golden Odyssey, Dec. 16—12 days: La Guaira (Caracas), Aruba, Cartagena, San Blas Islands, transit Panama Canal, Balboa, Acapulco (and of cruise)	\$2,248
Note: Includes airfare from Los Angeles.	

Sitmar Cruises

Fairsea, Oct. 16—14 days: St. Thomas, Aruba, Cartagena, San Blas Islands, transit Panama Canal, Acapulco, Cabo San Lucas, Los Angeles (and of cruise)	\$2,255-\$4,478
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Fort Lauderdale (Pt. Everglades, FL)

Norwegian American Cruises

Seafarjour, Oct. 11, Nov. 14—16 days: Sea New York listing.	\$3,180-\$7,950
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Royal Viking Line

Royal Viking Star, Nov. 14—17 days: St. Thomas, Santo Domingo, Cartagena, transit Panama Canal, Acapulco, Zhuashan, Puerto Vallarta, Los Angeles/San Francisco (end of cruise)	\$3,168-\$7,713
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Miami

Royal Cruise Line

Royal Odyssey, Dec. 23—12 days: Ocho Rios, Cartagena, San Blas Islands, transit Panama Canal, Acapulco (end of cruise)	from \$2,248
Note: Includes airfare from Los Angeles.	

New York

Norwegian American Cruises

Seafarjour, Oct. 5—19 days: Ft. Lauderdale, St. Thomas, Santo Domingo, Cartagena, Cristobal, transit Panama Canal, Balboa, Acapulco, Puerto Vallarta, Mazatlan, Los Angeles (and of cruise)	\$3,630-\$8,400
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Southampton

P&O/Princess Cruises

Canberra, Nov. 10—40 days: Bermuda, Pt. Everglades, Bonaire, Cristobal, transit Panama Canal, Balboa, Acapulco, Los Angeles, San Francisco, Lahaina, Honolulu, Suva, Auckland, Sydney (and of cruise)	\$3,880-\$12,240
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PACIFIC COAST (USA) AND SOUTH PACIFIC

Hawaiian Islands Cruises Honolulu

American Hawaii Cruises

Constitution, Sundays—7 days: Nawiiliwi, Kona, Hilo, Kahului, Honolulu	\$845-\$2,125
Oceanic Independence, Saturdays—7 days: Hilo, Kona, Kahului, Nawiiliwi, Honolulu	\$845-\$2,125

San Francisco

Princess Cruises

Pacific Princess, Sept. 13—23 nights: Los Angeles, Lahaina, Honolulu, Christmas Island (cruising), Bora Bora, Peapeta, Moorea, Apia, Pago Pago, Nialou, Suva, Auckland, Sydney (and of cruise)	\$6,568-\$12,280
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Note: May be taken as roundtrip cruise—56 days: S.F./Sydney/S.F. (see Sydney sailings for remainder of cruise)	\$10,880-\$20,450
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Royal Viking Line

Royal Viking Star, Dec. 19—25 days: Nukuhiva, Moorea, Peapeta, Bora Bora, Honolulu, Lahaina, San Francisco	\$5,000-\$15,350
Note: May be boarded one day later in Los Angeles.	

Coastal/Los Angeles

Delta Line Cruises

Sentosa Marlene, Meria, Magdalena, Mercedes—9 days (year-round every two weeks with rotation of ships): San Francisco, Vancouver, Tacoma, San Francisco, Los Angeles	\$1,360-\$2,070
Note: Cruises may be taken in segments.	

Princess Cruises

Pacific Princess, Sept. 14—28 nights: Sea San Francisco listing	\$6,468-\$12,180
Roundtrip—55 nights: L.A./Sydney/L.A. (see Sydney listing)	\$10,780-\$20,350

Royal Viking Line

Royal Viking Star, Dec. 20—25 days: See San Francisco listing.	
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Seattle

Exploration Cruise Line

Pacific Northwest Explorer, Every other Monday through Sept. 20 and every other Wednesday through Sept. 15—5 nights: Agata Pass, Vancouver, Princess Louisa Inlet, Victoria, San Juan Island (Roche Harbor Resort), Orcas Island (Rosario Resort), Friday Harbor, La Conner, Seattle	\$797-\$1,197
Note: May be boarded in Vancouver one day later	
	\$745-\$1,117
Every other Saturday through Sept. 11—4 nights: La Conner, Vancouver, Princess Louisa Inlet, Victoria, San Juan Island (Roche Harbor Resort), Orcas Island (Rosario Resort), Seattle	\$836-\$956
Note: May be boarded in Vancouver one day later	\$504-\$876

Vancouver

Costa Cruises

Dephne, Sept. 19—4 days: San Francisco, Los Angeles (end of cruise)	\$385-\$860
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Westours

Cunard Princess, Sept. 14—3 days: Los Angeles (and of cruise)	\$365-\$565
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Sydney

Princess Cruises

Pacific Princess, Oct. 13—27 nights: Auckland, Lau-toka, Apia, Bora Bora, Peapeta, Moorea, Christmas Island (cruising), Honolulu, Los Angeles (and of cruise)	\$8,237-\$17,745
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P.&O./Princess Cruises

Oriana, July 14–13 days: Noumea, Vila, Savu Savu, Suva, Nuku'alofa, Sydney \$2,527-\$2,577
 July 28–17 days: Cid Harbour, Noumea, Vila, Lautoka, Suva, Pago Pago, Vava'u, Nuku'alofa, Sydney \$2,746-\$3,031
 Aug. 14–13 days: Noumea, Vila, Savu Savu, Suva, Auckland, Sydney 2,357-\$2,577
 Aug. 27–14 days: Noumea, Lautoka, Suva, Nuku'alofa, Auckland, Sydney \$2,454-\$2,691
 Sept. 10–35 days: Raiu, Yokohama, Kobe, Kagoshima, Hong Kong, Kota, Kinabalu, Singapore, Fremantle, Melbourne, Sydney \$4,827-\$7,220
 Oct. 16–13 days: Auckland, Suva, Lautoka, Vila, Noumea, Sydney \$2,452-\$2,687
 Oct. 29–6 days: Hobart, Melbourne, Sydney \$1,732-\$1,840
 Nov. 4–16 days: Bay of Islands, Auckland, Nuku'alofa, Vava'u, Suva, Vila, Noumea, Sydney \$2,764-\$3,054
 Nov. 20–13 days: Noumea, Vila, Santo, Savu Savu, Suva, Lautoka, Sydney \$2,452-\$2,687
 Dec. 3–14 days: Vava'u, Pago Pago, Suva, Lautoka, Noumea, Sydney \$2,556-\$2,810

MEXICAN RIVIERA CRUISES

Los Angeles

Carnival Cruise Lines

Tropicale, Beginning Sept. 19–Sundays–7 days: Puerto Vallarta, Mazatlan, Cabo San Lucas, Los Angeles \$760-\$1,445

Costa Cruises

Daphne, Saturdays, Sept. 25–Oct. 23–7 days: Puerto Vallarta, Mazatlan, Los Angeles \$675-\$1,450

Princess Cruises

Pacific Princess, Nov. 20, Dec. 25–7 days: Cabo San Lucas (cruising), Mazatlan, Puerto Vallarta, Manzanillo, Acapulco (end of cruise) \$1,386-\$2,989
 Nov. 8–12 nights: Cabo San Lucas (cruising), Mazatlan, Puerto Vallarta, Manzanillo, Acapulco, Zihuatanejo/Ixtapa, Puerto Vallarta, Mazatlan, Cabo San Lucas (cruising), Los Angeles \$2,496-\$6,552
 Sun Princess, Oct. 9, 23–same as 7 day cruise above \$1,379-\$2,674
 Island Princess–Nov. 29–Same as 12 night cruise above.

Royal Viking Line

Royal Viking See and Star, See San Francisco listings.

Sitmar Cruises

Fairsea, Sept. 22, Nov. 24–10 days: Cabo San Lucas, Mazatlan, Acapulco, Zihuatanejo, Puerto Vallarta, Los Angeles \$1,255-\$2,795
 Oct. 30, Nov. 6, Dec. 4, 11–7 days: Puerto Vallarta, Mazatlan, Cabo San Lucas, Los Angeles \$880-\$1,955
 Nov. 13, Dec. 18–11 days: Cabo San Lucas, Mazatlan, Acapulco, Zihuatanejo, Puerto Vallarta, Los Angeles \$1,380-\$3,185
 Dec. 29–10 days: Cabo San Lucas, Puerto Vallarta, Zihuatanejo, Acapulco, Mazatlan, Los Angeles \$1,355-\$2,895

Western Cruise Line

Eastern Cruise Lines

Azure Seas, Fridays–3 nights: Ensenada, Los Angeles \$350-\$555
 Mondays–4 nights: Ensenada (2 nights), Los Angeles \$470-\$740

San Francisco

Royal Viking Line

Royal Viking See, Nov. 17–10 days: Los Angeles, Cabo San Lucas, Mazatlan, Puerto Vallarta, San Francisco \$1,890-\$4,210

Royal Viking Star, Dec. 9–10 days: Same cruise as above.

Note: Above cruises may be boarded in Los Angeles one day later.

Acapulco

Princess Cruises

Sun Princess, Oct. 16, 30–7 nights: Ixtapa/Zihuatanejo, Puerto Vallarta, Mazatlan, Cabo San Lucas (cruising), Los Angeles (end of cruise) \$1,379-\$2,674

nejo, Puerto Vallarta, Mazatlan, Cabo San Lucas (cruising), Los Angeles (end of cruise) \$1,379-\$2,674
 Pacific Princess, Nov. 14, Dec. 19–6 nights: Same as above \$1,456-\$2,772
 Nov. 27–7 nights: Same as above \$1,456-\$2,772
 Island Princess, Dec. 5–6 nights: Same as above \$1,456-\$2,772

ALASKA

Los Angeles

Royal Viking Line

Royal Viking See, Every other Saturday through Sept. 4–13 days: See San Francisco listing.

San Francisco

Holland America Cruises

Rotterdam, July 20, Aug. 1, 13, 25–12 days: Vancouver, Prince Rupert, Ketchikan, Juneau, Glacier Bay (cruising), Sitka, Victoria, San Francisco \$2,130-\$4,595

Norwegian American Cruises

Seagard, Every other Sunday through Aug. 22–14 days: Vancouver, Prince Rupert, Juneau, Skagway (cruising), Gulf of Alaska (cruising), Columbia Glacier (cruising), Valdez, Sitka, Victoria, San Francisco \$2,800-\$6,400

Princess Cruises

Pacific Princess, July 15, 27, Aug. 8, 20–12 nights: Vancouver, Prince Rupert, Juneau, Skagway, Glacier Bay (cruising), Sitka, Victoria, San Francisco \$2,460-\$4,824
 Sept. 1–12 nights: Victoria, Juneau, Skagway, Glacier Bay (cruising), Sitka, Prince Rupert, Vancouver, San Francisco \$2,460-\$4,824

Royal Viking Line

Royal Viking See, Every other Friday through Sept. 3–14 days: Los Angeles, Victoria, Juneau, Skagway, Sitka, Prince Rupert, Vancouver, San Francisco/Los Angeles \$2,800-\$6,874

Sitmar Cruises

Fairsea, Every other Saturday through Aug. 28–14 days: Vancouver, Alert Bay, Prince Rupert, Ketchikan, Juneau, Glacier Bay (cruising), Sitka, Victoria, Astoria, San Francisco \$1,995-\$4,350

Vancouver

Costa Cruises

Daphne, Sundays through Sept. 12–7 days: Alert Bay, Skagway, Juneau, Endicott or Tracy Arm (cruising), Ketchikan, Vancouver \$675-\$1,450

Princess Cruises

Island Princess, July 10, 18, 26, Aug. 3, 11, 19, 27, Sept. 4, 12–8 nights: Ketchikan, Juneau, Skagway, Glacier Bay (cruising), Sitka, Vancouver \$1,600-\$3,344
 Sun Princess, Saturdays, July 10, 17, Aug. 7, 21, Sept. 4–18–7 days: Ketchikan, Misty Fjord, Vancouver, Sitka \$1,267-\$2,814
 Aug. 28–7 days: Juneau, Glacier Bay (cruising), Skagway, Ketchikan, Vancouver \$1,267-\$2,814
 July 24, 31, Aug. 14–7 days: Juneau, Skagway, Tracy Arm, Ketchikan, Misty Fjord, Vancouver \$1,330-\$2,814

Westours

Cunard Princess, Tuesdays through Sept. 7–7 days: Ketchikan, Juneau, Glacier Bay (cruising), Sitka, Vancouver \$920-\$1,830
 Sept. 7–10 days to Los Angeles \$1,325-\$2,005
 Note: On July 13 and Aug. 3 cruises, Tracy/Endicott Arm replaces Glacier Bay.

Statendam, Thursdays through Sept. 23–7 days: Ketchikan, Juneau, Glacier Bay (cruising), Sitka, Vancouver \$1,010-\$2,085
 Sept. 23–11 days to Los Angeles \$1,310-\$2,185
 Tropicale, Saturdays through Aug. 28–7 days: Ketchikan, Juneau, Glacier Bay (cruising), Sitka, Vancouver \$980-\$2,145

Ketchikan

Exploration Cruise Line

Majestic Alaska Explorer, Sundays, through Sept.

12–7 nights: Misty Fjord (cruising), Wrangell, Sitka, Tracy Arm (cruising), Juneau, Skagway, Haines, Gustavus/Glacier Bay (cruising), Petersburg, Ketchikan \$1,197-\$1,799

World Explorer Cruises

Universe, Every other Sunday through Aug. 22–14 days: Prince Rupert, Juneau, Glacier Bay (cruising), Homer, Anchorage, Columbia Glacier (cruising), Valdez, Sitka, Ketchikan, Vancouver \$1,595-\$3,050
 Note: Aug. 22 cruise visits ports in different sequence.

EAST COAST AND CANADA

Fort Lauderdale (Pt. Everglades, FL)

Norwegian American Cruises

Seagard, Sept. 21–17 days: New York, St. John, Halifax, Quebec, Montreal, Gaspe, Charlottetown, Bar Harbor, Gloucester, New York \$3,460-\$7,568

Haddam, CT

American Cruise Lines

America, Saturdays, through Sept. 25–7 days: New England Islands Cruise: Block Is., Nantucket, Martha's Vineyard, Newport, Haddam \$728-\$798
 Oct. 2–7 days: Hudson River Foliage Cruise, Haddam \$728-\$798

New York

Bahama Cruise Line

Veracruz: Every other Friday, through Sept. 17–7 days: New Bedford, Cape Cod Canal (cruising), Sydney, Bonaventure Is. (cruising), Saguenay Fjord (cruising), Quebec, Montreal (end of cruise) \$795-\$1,675

Cunard Line

Queen Elizabeth 2 (QE2), July 31–8 days: Quebec, Saguenay River (cruising), Cornerbrook, Newport, New York \$1,280-\$3,835
 Sept. 10–5 days: Bar Harbor, Halifax, New York \$785-\$2,345
 Sept. 26–7 days: Quebec, Saguenay River (cruising), Newport, New York \$1,095-\$3,285

Royal Viking Line

Royal Viking Star, Aug. 27, Sept. 10–14 days: Cape Cod Canal (cruising), Halifax, Charlottetown, St. Lawrence River (cruising), Saguenay River (cruising), Montreal, Bonaventure Is. and Percé Strait (cruising), Bar Harbor, Boston, Newport, New York \$2,800-\$8,596

Warren, RI

American Canadian Line

New Shoreham II, July 25, Aug. 22–13 days: Narragansett Bay (cruising), Long Is. Sound (cruising), Hudson River (cruising), Little Falls, Oswego, Prescott, Montreal, Quebec City, Saguenay/Tadoussac, Quebec City, Montreal, chartered bus back to Warren \$800-\$1,350
 Aug. 6, Sept. 3–13 days: Same as above in reverse.
 July 22, Aug. 19, Sept. 16–3 nights: Narragansett Bay (cruising), Block Is., Martha's Vineyard, Newport, Warren \$200-\$275
 Sept. 19–12 days: Erie Canal/Thousand Is. Cruise: Watford, Little Falls, Oswego, Alexandria Bay, Sylvan Beach (Lake Ontario), Ft. Johnson, West Point, Pt. Jefferson, Greenport, Mystic, Block Is., Newport, Warren \$700-\$1,250

Boston

Cruise International

Mardi Gras, Aug. 25–3 days: Nova Scotia, Boston \$345-\$645

Montreal

Bahama Cruise Line

Veracruz, Every other Friday through Sept. 24–7 days: Quebec, Saguenay Fjord (cruising), Halifax, Fall River, New York (end of cruise) \$795-\$1,675

SOUTH AMERICA

Los Angeles

Delta Line Cruises

Santas Mariane, Maria, Magdalena, Mercedes, approx. 54 days (year-round every two weeks with rotation of ships): Puerto Vallarta, Buenaventura, Balboa, transit Panama Canal, Cartagena, Puerto Cabello, La Guaira (Caracas), Rio de Janeiro, Santos, Buenos Aires, Strait of Magellan (cruising), Valparaiso, Callao, Guayaquil/Manta. **\$6,775-\$16,890**
Note: Ships may be boarded also in Vancouver, Tacoma/Seattle, or San Francisco at extra cost. Cruises also sold in segments.

Galapagos Islands/Balra

Galapagos Cruises

Santa Cruz, Every 5th Thursday through Dec. 16—8 days: Isabela, Narborough, Tower, North Seymour, Hood, Santa Cruz, Guayaquil (end of cruise) **\$910-\$1,400**
 5 days—year-round, 2 to 3 times monthly: North Seymour, Hood, Floreana, Santa Cruz, Plaza, James, Baltra (end of cruise) **\$570-\$850**
Note: Add \$156 airfare—Quito or Guayaquil to Baltra (subject to increase) to above cruises.
 4 days—year-round, 2 to 3 times monthly: North Seymour, Bartolome, Tower, Isabela, Narborough, Baltra (end of cruise) **\$440-\$650**
Note: Add \$312 roundtrip airfare from Quito or Guayaquil (subject to increase).

Galapagos, Inc.

Buccaneer, Every 3rd Sunday through Dec. 26—8 days: Bartolome, Tagus Cove, Punta Espinosa, South James Bay, Esplanada Beach, Academy Bay, Plazas, Punta Comoran, Punta Suarez, Guayaquil **\$896-\$1,487**
Note: Add \$156 airfare—Guayaquil to Baltra (subject to increase).
 5 days—Every 3rd Wednesday through Dec. 22: Bartolome, Tower, Punta Suarez, Punta Comoran, Puerto Oyar, Plazas, Baltra **\$635-\$1,038**
Note: Add \$312 airfare—Guayaquil/Baltra/Guayaquil (subject to increase).

Galapagos Islands Guayaquil

Galapagos Cruises

Santa Cruz, Every 5th Thursday through Dec. 23—8 days: Hood, James, Santa Cruz, Plaza, Bartolome, Tower, Isabela, Narborough, Baltra (end of cruise) **\$910-\$1,400**
Note: Add \$156 airfare—Baltra/Guayaquil or Quito (subject to increase).

Galapagos, Inc.

Buccaneer, Every 3rd Wednesday through Dec. 15—8 days: Punta Suarez, Punta Comoran, Academy Bay, Plazas, Bartolome, South James Bay, Tagus Cove, Punta Espinosa, North Seymour, Baltra (end of cruise) **\$896-\$1,487**
Note: Add \$156 airfare—Baltra to Guayaquil (subject to increase).

Linblad Travel

Santa Cruz, Nov. 17—11 days cruising: Fernandina, James, Tower, Bartolome, Isabela, Santa Cruz, Hood, South Plaza, Floreana, Baltra **\$340-\$940**
Note: Cruises are part of special tour package.

Ft. Lauderdale

Royal Viking Line

Royal Viking Sea, Dec. 14—28 days: See Ft. Lauderdale (Caribbean) sailings.

RIVER CRUISES

Mississippi River Cruises New Orleans

Delta Queen Steamboat Co.

Delta Queen, Nov. 8, 15, 22, Dec. 17—4 nights: Natchez, St. Francisville, New Orleans **\$340-\$940**
 Sept. 14, 17, Nov. 12, 19—3 nights: Nottoway, Oak

Alley, New Orleans **\$255-\$705**
 Sept. 20—11 nights: Houmas House, St. Francisville, Natchez, Vicksburg, Memphis, Cairo, St. Louis (end of cruise) **\$1,155-\$2,585**
 July 20—11 nights: Natchez, Memphis, Louisville, Madison, Cincinnati (end of cruise) **\$1,155-\$2,585**
 Nov. 26—2 nights: Houmas House, New Orleans **\$210-\$470**
 Nov. 28—5 nights: Houmas House, Baton Rouge, Natchez, St. Francisville, New Orleans **\$525-\$1,175**
 Dec. 3, 10, 21, 28—7 nights: St. Francisville, Vicksburg, Natchez, Baton Rouge, New Orleans
\$595-\$1,645
Mississippi Queen, Sept. 20, Oct. 25, Dec. 17—4 nights: Natchez, St. Francisville, New Orleans **\$380-\$1,220**
 Fridays, Sept. 24—Dec. 10 (except for Oct. 22, 25, Dec. 17)—7 nights: St. Francisville, Vicksburg, Natchez, Baton Rouge, New Orleans **\$655-\$2,135**
 July 12, Aug. 16—11 nights: Houmas House, St. Francisville, Natchez, Vicksburg, Memphis, Cairo, St. Louis (end of cruise) **\$1,375-\$3,355**

Cincinnati

Delta Queen Steamboat Co.

Delta Queen, Aug. 8—5 nights: Louisville, Evansville, New Harmony, Cairo, St. Louis (end of cruise) **\$525-\$1,175**
 July 31, Aug. 6, 27—2 nights: Louisville, Cincinnati **\$210-\$470**
 Aug. 2, 23—4 nights: Gallipolis, Ripley, Cincinnati **\$420-\$940**
 Aug. 20—3 nights: Louisville, Madison, Cincinnati **\$420-\$940**
 Aug. 29—5 nights: Huntington, Marietta, Wheeling, Pittsburg (end of cruise) **\$525-\$1,175**

St. Louis

Delta Queen Steamboat Co.

Delta Queen, Aug. 13, Oct. 29—2 nights: Hannibal, St. Louis **\$210-\$470**
 Oct. 31—8 nights: Cairo, Memphis, Vicksburg, Natchez, St. Francisville, New Orleans (end of cruise) **\$840-\$1,880**
 Aug. 15—5 nights: Cairo, Louisville, Cincinnati (end of cruise) **\$525-\$1,175**
 Oct. 1, 15, 7—7 nights: Hannibal, Dubuque, Prairie du Chien, Sebashe, St. Paul (end of cruise) **\$735-\$1,645**
Mississippi Queen, July 23, Aug. 27—7 nights: Hannibal, Dubuque, Prairie du Chien, Sabasha, St. Paul (end of cruise) **\$875-\$2,135**
 Aug. 6, Sept. 10—7 nights: Cairo, Memphis, Vicksburg, St. Francisville, New Orleans (end of cruise) **\$875-\$2,135**

Pittsburg

Delta Queen Steamboat Co.

Delta Queen, Sept. 3—11 nights: Wheeling, Marietta, Huntington, Cincinnati, Louisville, Evansville, New Harmony, Memphis, Vicksburg, St. Francisville, New Orleans (end of cruise) **\$1,155-\$2,585**

St. Paul

Delta Queen Steamboat Co.

Delta Queen, Oct. 8, 22—7 nights: Wabasha, Prairie du Chien, Dubuque, Burlington, Hannibal, St. Louis (end of cruise) **\$735-\$1,645**
Mississippi Queen, July 30, Sept. 3—14 nights: Wabasha, Prairie du Chien, Dubuque, Burlington, Hannibal, St. Louis, Cairo, Memphis, Vicksburg, St. Francisville, New Orleans (end of cruise) **\$1,750-\$4,270**
 7 days: Ending in St. Louis **\$875-\$2,135**

Columbia/Snake Rivers Portland

Exploration Cruise Lines

Great Rivers Explorer, Saturdays, through Oct. 16—7 nights: Astoria, Port of Cascade Locks, Hood River, Port of the Dalles, Kennewick, Lewiston, Beamer's Landing, Hell's Canyon (by jet boats), Seacajawa Park, Portland **\$1,197-\$1,799**

San Francisco

Pacific Northwest Explorer, 3-night cruises of Sacramento and San Joaquin rivers. Oct. through Dec. **\$439-\$640**
 3-5 day add-on motorcoach side tours avail.

Nile River Cruises Luxor

Hilton International

Isla and Osiria, Year-round—5 days: Denderah, Luxor, Esna, Edfu, Kom Ombo, Aswan (end of cruise)
 Through Aug. 31, **\$371.96**
 Sept. 1-May 31, 1983 **\$572.25**
Note: Rates subject to change due to fluctuating exchange rate.

Sheraton Hotels

Anni, Aton, Htop, Tut, Year-round—5 days: (Ships alternate sailings): Esne, Edfu, Kom Ombo, Aswan (end of cruise)
 Through Sept. 30 **\$655-\$960**
 8 days: Abydos, Nag Hammadi, Dendera, Luxor, Esna, Edfu, Kom Ombo, Aswan (end of cruise)
 Through Sept. 30 **\$870-\$1,290**

Aswan

Hilton International

Iria and Osiria, Year-round—5 days: Reverse of Luxor sailing through Aug. 31 **\$371.96**
 Sept. 1-May 31, 1983 **\$572.25**

Sheraton Hotels

Anni, Aton, Htop, Tut, Year-round—5 days: Reverse of Luxor sailing
 Through Sept. 30 **\$655-\$960**
 8 days: Year-round: Reverse of Luxor sailing
 Through May 31 **\$1,415-\$2,145**
 June 1-Sept. 30 **\$870-\$1,290**

Cairo

Linblad Travel

(Private riverboat), Twice monthly most of the year—19 days: Giza, Sequare, Memphis, Beni Seuf, El Minya, Beni Hessa, Tell-el-Amarna, Assut, El Balyna, Nag Hammadi, Abydos, Dendera, Luxor, Esna, Edfu, Halaya, Kom Ombo, Aswan, Abu Simbel, Cairo **\$2,800**
Note: Cruise is part of tour package.
Iria and Osiria, Three to four times a month, except June, July, and August—16 days: Memphis, Giza, Luxor, Nag Hammadi, Abydos, Dendera, Esna, Edfu, Kom Ombo, Aswan, Abu Simbel **\$2,230**
 July 23, Aug. 6, 20, Sept. 3—14 days: Giza, Memphis, Sequare, Luxor, Dendera, Nag Hammadi, Abydos, El Balyna, Luxor, Esna, Edfu, Kom Ombo, Aswan, Abu Simbel, Cairo **\$1,730**
Note: Cruises are part of tour packages.

Rhine River Cruises Amsterdam

Broere Rhine Cruises

Fleur, Ursula, Frequent sailings through October—5 days: Nijmegen, Cologne, Koblenz, Rudesheim, Worms, Mannheim/Ludwigshafen, Heidelberg, Basel (end of cruise) **\$297-\$457**
Basilea, Frequent sailings through October—8 days: Nijmegen, Wesel, Cologne, Konigs-winter, Koblenz, Cochem, Rudesheim, Andernach, Ahrtal, Dusseldorf, Nijmegen, Amsterdam **\$370-\$509**

KD German Rhine Line

Britannia, Deutschland, France, Helvetia, Nederland, Frequent sailings through October—5 days: Ports of call in Holland, Germany, France, and Switzerland **\$895-\$705**
Helvetia, Frequent sailings from late June through late October—5 days: "Bed and Breakfast" cruises—Some itineraries as above. Lunch and dinner may be purchased on shore or aboard ship **\$344-\$412**
Austria, Europa, Italia, Frequent sailings through October—4 days: Ports of call in Holland, Germany, France, and Switzerland **\$355-\$435**

Basle

Broere Rhine Cruises

Fleur, Ursula, Frequent sailings through October—4 days: Stresbourg, Rudesheim, Dusseldorf, Nijmegen, Amsterdam (end of cruise) **\$222-\$342**

KD German Rhine Line

Britannia, Deutschland, France, Helvetia, Nederland, Frequent sailings through October—4 days: Ports of call in France, Germany, and Holland **\$565-\$675**

Helvetia, Frequent sailings from late June through late October—4 days: "Bed and Breakfast" cruises. Same itinerary as above. Lunch and dinner may be purchased on shore or aboard ship... **\$344-\$412**

Austria, Europe, Italia, Frequent sailings through October—3 days: Ports of call in France, Germany and Holland... **\$315-\$395**

Cologne

KD German Rhine Line

Deutschland, Dec. 20—6 days: Christmas Cruise—Strasbourg, Cologne... **\$760-\$830**

Dec. 27—6 days: New Year's Eve Cruise—same as above.

Amazon River Cruise Antigua

Lindblad Travel

Lindblad Explorer, Sept. 24—24 days: St. Lucia, Tobago, Iles du Salut, Belem, Amazon River (cruising), Manaus, Amazon River (cruising), Leticia, Amazon River (cruising), Iquitos/Lima (end of cruise)... **from \$5,720**

Coco

Galapagos Cruises

Flores Orellana, Fridays, year-round—4 days: (Flight from Quito to Coca), Napo River, Jivino River, Monkey Island, Primavera, Limonocha, Laka Taracoa, return flight to Quito... **\$325-\$375**

Mondays, year-round—5 days: (Flight from Quito to Coca), Laka Taracoa, Primavera, Jivino River, Limonocha, Pompeya, Monkey Island, return flight to Quito... **\$340-\$465**

Iquitos

Lindblad Travel

Lindblad Explorer, Oct. 18—16 days: Amazon River (cruising), Leticia, Amazon River (cruising), Manaus, Amazon River (cruising), Belam (end of cruise)... **from \$4,500**

ORIENT

San Francisco/Los Angeles

Royal Viking Line

Royal Viking See, Sept. 17/18—54 days: Honolulu, Yokohama, Kobe, Shanghai, Hong Kong, Manila, Saipan, Honolulu, Lahaina, San Francisco/Los Angeles... **\$895-\$22,313**

South China Sea Bay of Bengal/Japan Singapore

Black Sea/March Shipping

Turkmenia, July 14, Aug. 2, 18—16 days: Kota Kinabalu, Zamboanga, Manila, Hong Kong, Singapore... **\$2,825-\$3,890**

Sept. 3—17 days: Kota Kinabalu, Manila, Hong Kong, Kagoshima, Kobe, Yokohama (end of cruise)... **\$2,920-\$3,960**

Note: Rates on above cruises include air/sea/land package from Los Angeles/San Francisco.

Pearl Cruises

Pearl of Scandinavia, Dec. 4—14 days: Panang, Belawan, Sibolga, Nias, Jakarta, Padang Bay (Bali), Surabaya, Singapore... **\$2,990-\$5,825**

Dec. 4—28 days: above itinerary plus Kuching, Brunei, Kota Kinabalu, Cebu, Manila, Whampoa (Canton), Hong Kong (end of cruise)... **\$4,780-\$10,450**

Dec. 18—14 days: Same as second half of above itinerary... **\$2,890-\$5,725**

Hong Kong

Pearl Cruises

Pearl of Scandinavia, Every 4th Saturday through Oct. 23—14 days: Shanghai, Qingdao, Dalian, Pusan, Inland Sea of Japan (cruising), Kobe (end of cruise)... **\$3,058-\$6,138**

Nov. 20—14 days: Reverse of Singapore (Dec. 18) cruise

Kobe

Pearl Cruises

Pearl of Scandinavia, Every 4th Saturday through—Nov. 6—14 days: Inland Sea of Japan (cruising), Pusan, Dalian, Qingdao, Shanghai, Hong Kong (end of cruise)... **\$3,058-\$6,138**

Nov. 6—42 days: above itinerary plus Whampoa (Canton), Manila, Cebu, Kota Kinabalu, Brunei, Kuching, Singapore, Penang, Belawan, Sibolga, Nias, Jakarta, Padang Bay (Bali), Surabaya, Singapore... **\$6,838-\$15,588**

Yokohama

Black Sea/March Shipping

Turkmenia, Sept. 20, 30—10 days: Kagoshima, Nagasaki, Beppu, Inland Sea (cruising), Takamatsu, Kobe, Yokohama... **\$2,250-\$2,860**

REGIONAL

Antarctica

Lindblad Travel

Lindblad Explorer, Nov. 16—17 days: Departs Mar del Plata, Argentina, Falkland Islands, South Shetland Islands, Paradise Bay, Anvers Island, Lemaire Channel to Patamar Island (cruising), Hope Bay, Ushuaia (end of cruise)... **\$5,400-\$6,200**

Dec. 3, 27—24 days: Falkland Islands, South Georgia, South Sandwich Islands, South Orkney Islands, Weddell Sea, South Shetland Islands, Hope Bay, Ushuaia... **\$7,500-\$8,700**

Africa/South America

Royal Viking Line

Royal Viking Star, Sept. 24—52 days: Departs New York, Ft. Lauderdale, Bridgetown, Salvador, Rio de Janeiro, Tristan da Cunha, Cape Town, St. Helena, Accra, Abidjan, Freetown, Dakar, St. Thomas, Ft. Lauderdale (end of cruise)... **\$8,366-\$26,037**

Sept. 27—49 days from Ft. Lauderdale... **\$8,112-\$25,248**

Iceland/Greenland Edinburgh, Scotland

Society Expeditions

World Discoverer, Aug. 6—21 days: Orkney Islands, Shetland Islands, Lofoten Islands, Bear Island, Spitsbergen, Scoresby Sund, Brisdorf, Javaykivik, Vestmannayjar, Surtsey, Faeroe Islands, Fair Island, Edinburgh... **\$4,990-\$9,400**

TRANS-ATLANTIC

New York

Cunard Line

Queen Elizabeth 2 (QE2), July 20, Aug. 8, 22, Sept. 15, Oct. 3, 27, Nov. 14—5 days: Southampton (end of cruise)... **\$930-\$4,865**

Southampton, England

Cunard Line

Queen Elizabeth 2 (QE2), July 15, 26, Aug. 14, Sept. 5, 21, Oct. 17, Nov. 2, Dec. 14—5 days: New York (end of cruise)... **\$930-\$4,865**

EUROPEAN

(Includes Mediterranean, Greek Isles, Scandinavia)

Genoa

Chandris

Ariene, Saturdays, through Oct. 2—7 days: Nice, Olbia, Palermo, Tunis, Malta, Capri, Bastia, Genoa... **\$705-\$1,125**

Costa

Enrico C., Saturdays, through Oct. 9—7 days: Barcelona, Palma de Majorca, Bizaria, Palermo, Naples, Genoa... **\$790-\$1,585**

Eugenio C., July 11—11 days: Naples, Alexandria, Port Said, Ashdod, Haifa, Rhodes, Santorini, Genoa... **\$1,640-\$3,325**

July 22, Sept. 9—11 days: Barcelona, Malta, Alexandria, Port Said, Ashdod, Haifa, Heraklion, Naples, Genoa... **\$1,640-\$3,325**

Aug. 28—11 days: Naples, Athens... **\$685-\$1,260**

Odesa, Istanbul, Genoa... **\$1,640-\$3,325**

Federico C., June 1—Sept. 29—10 days: Barcelona, Funchal, Tenerife, Casablanca, Genoa... **\$1,110-\$1,235**

Lauro Lines

Achille Lauro, Every 10 days through Oct. 14—10 days: Naples, Piraeus (Athens), Haifa, Port Said, Alexandria, Capri, Genoa... **\$975-\$1,720**

Norwegian American Cruises

Vistafjord, Oct. 3—14 days: Malta, Creta, Alexandria, Haifa, Delos, Mykonos, Piraeus (Athens), Straits of Messina (cruising), Stromboli (cruising), Genoa... **\$2,300-\$4,830**

Sept. 5, 19—14 days: Stromboli (cruising), Straits of Messina (cruising), Creta, Santorini, Straits of Dardanelles (cruising), Straits of Bosphorus (cruising), Barm, Sochi, Yalta, Istanbul, Mykonos, Piraeus (Athens), Genoa... **\$2,420-\$4,830**

Norwegian American Cruises

Vistafjord, Dec. 18—60 days: Port Said, Suaz, Safaga, Port Sudan, Aden, Mahe, Nossibe, Mutsumda, Zanzibar, Moribasa, Tamalave, Port Louis, Maputo, Durban, Pt. Elizabeth, Cape Town, Welis Bay, St. Helena, Lagos, Lome, Accra, Abidjan, Freetown, Dakar, Tenerife, Madeira, Lisbon, Southampton (end of cruise)... **\$9,830-\$19,660**

Ancona

Med. Sun Lines

Atalante, Saturdays through Sept. 11—7 days: Katakolon, Heraklion, Santorini, Rhodes, Piraeus (Athens), Corfu, Ancona... **\$1,260-\$1,280**

Oct. 2, 16—14 days: Katakolon, Alexandria, Ashdod, Kusadasi, Patmos, Piraeus (Athens), Monemvasia, Navarino, Corfu, Dubrovnik, Ancona... **\$1,365-\$2,370**

Lisbon

Royal Cruise Line

Golden Odyssey, Aug. 29—14 days: Malaga, Palma, Nice/Villefranche, Livorno, Capri, Heraklion, Piraeus (Athens) (end of cruise)... **\$2,838-\$4,198**

Royal Odyssey, Sept. 30, Oct. 14—14 days: Same as **Golden Odyssey** cruises above.

Note: Rates include roundtrip airfare from Los Angeles on all Royal cruises.

Piraeus (Athens)

Epirotiki Lines

Atlas, Mondays through Nov. 8—7 days: Rhodes, Ashdod, Port Said, Patmos, Kusadasi, Piraeus... **\$842-\$1,890**

Note: Call at Patmos on Oct. 4-Nov. 8.

Jean, Fridays through Nov. 5—7 days: Santorini, Heraklion, Rhodes, Patmos, Ephesus, Istanbul, Mykonos, Delos, Piraeus... **\$842-\$1,535**

Jupiter, Fridays through Nov. 5—3 days: Mykonos, Rhodes, Heraklion, Santorini, Piraeus... **\$340-\$620**

Mondays through Nov. 8—4 days: Mykonos, Santorini, Heraklion, Rhodes, Ephesus, Patmos, Piraeus... **\$472-\$830**

Hellenic Mediterranean Lines

Aquerius, Friday through Nov. 5—7 days: Santorini, Heraklion, Rhodes, Patmos, Kusadasi, Istanbul, Mykonos, Piraeus... **\$995-\$1,500**

K Lines—Hellenic Cruises

Atlantis, Mondays through Oct. 5—4 days: Mykonos, Ephesus, Patmos, Rhodes, Heraklion, Santorini, Piraeus... **\$450-\$670**

Fridays through Oct. 26—4 days: Delos, Mykonos, Rhodes, Heraklion, Santorini, Piraeus... **\$325-\$515**

Galaxy, Fridays through Oct. 29—4 days: Same as Atlantis (4 days).

Tuesdays through Oct. 26—3 days: Same as Atlantis (4 days).

Orion, Tuesdays through Oct. 26—7 days: Port Said, Ashdod, Limassol, Rhodes, Ephesus, Patmos, Piraeus... **\$845-\$1,300**

Royal Cruise Line

Golden Odyssey, Aug. 16—15 days: Heraklion, Capri, Livorno, Nice/Venice/Rhodes, Palma, Malaga, Lisbon (end of cruise) **\$2,638-\$4,198**
 July 11—14 days: Odessa, Yalta, Istanbul, Izmir, Mykonos, Corfu, Bay of Kotor (cruising), Dubrovnik, Venice (end of cruise) **\$2,658-\$3,996**
 Aug. 4, Sept. 11, 23, Oct. 5, 17—14 days: Kusadasi, Istanbul, Mykonos, Rhodes, Port Said (Cairo), Haifa, Hydra, Piraeus **\$2,658-\$3,996**
 Nov. 20—28 days: Naples, Civitavecchia (Rome), Nice/Venice/Rhodes, Palma, Malaga, Casablanca, Funchal, Santa Cruz de Tenerife, Dakar, Sao Vicente, Barbados, St. Lucia, St. Croix, St. Thomas, San Juan (end of cruise) **\$4,278-\$8,996**

Royal Odyssey, Sept. 17, Oct. 13—15 days: Same as **Golden Odyssey**—Aug. 16 cruise above.
 Note: Rate includes roundtrip airfare from Los Angeles on all Royal cruises.

Sun Line Cruises

Stella Maria, Fridays through Oct. 29—3 days: Mykonos, Kos, Rhodes, Heraklion, Santorini, Piraeus **\$395-\$570**
 Mondays through Oct. 25—4 days: Haifa, Santorini, Heraklion, Rhodes, Kusadasi, Mykonos, Piraeus **\$530-\$890**
Stella Oceanis, Same dates and itineraries as **Stella Maria** 3 days **\$395-\$575**
Stella Solaris, Every other Monday through Oct. 27—5 days: Dilki, Istanbul, Izmir, Rhodes, Heraklion, Santorini, Delos, Mykonos, Piraeus **\$950-\$1,850**
 Every other Monday through Oct. 16—7 days: Port Said, Ashdod, Haifa, Rhodes, Kusadasi, Samos, Piraeus **\$950-\$1,850**

Nice

Sun Line Cruises

Stella Maria, Every other Saturday, through Aug. 28—7 days: Portofino, Costa Smeralda, Tunis, Malta, Katakolon, Corfu, Dubrovnik, Venice (end of cruise) **\$910-\$1,600**

Toulon

Paquet Cruises

Mermoz, Sept. 15—16 days: Valletta, Port Said, Suez Canal, Suez, Safage, Agaba, Suez, Suez Canal, Ashdod, Heraklion, Toulon **\$2,090-\$4,065**
 Oct. 16—45 days: Port Said, Suez Canal, Suez, Safage, Hodeida, Djibouti, Colombo, Trincomalee, Pondicherry, Madras, Cochin, Marmagao (Goa), Bombay, Aden Agaba, Suez, Suez Canal, Port Said, Messina, Toulon **\$4,980-\$9,700**
Azur, Every other Friday, through Sept. 10—14 days: Piraeus (Athens), Kusadasi, Rhodes, Alexandria, Haifa, Heraklion, Capri, Toulon **\$1,590-\$2,525**
 Every other Friday, Oct. 8-Dec. 3—14 days: Piraeus (Athens), Izmir, Haifa, Port Said, Alexandria, Rhodes, Heraklion, Naples, Toulon **\$1,270-\$2,020**

Venice

Chandris

Ariane, Oct. 16, 27—11 nights: Navarino (Pylos), Alexandria, Haifa, Limassol, Rhodes, Piraeus, Corinth Canal (cruising), Venice **\$1,233-\$1,964**
Romanza, Saturdays, through Oct. 16—7 days: Dubrovnik, Corfu, Heraklion, Rhodes, Piraeus, Corinth Canal (cruising), Venice **\$835-\$1,210**
 Note: Romanza can also be booked through Oct. 14 on Thursdays from Piraeus.

Costa Cruises

Danae, Every other Saturday, through Oct. 2—14 days: Katakolon, Alexandria, Haifa, Kusadasi, Istanbul, Piraeus (Athens), Dubrovnik, Venice **\$1,820-\$4,400**
Italia, Sundays, through Oct. 10—7 days: Bari, Rhodes, Piraeus (Athens), Mykonos, Dubrovnik, Venice **\$705-\$1,580**

"K" Lines—Hellenic Cruises

Constellation, Every other Saturday through Oct. 23—14 days: Olympia, Port Said, Ashdod, Rhodes, Istanbul, Mykonos, Piraeus (Athens), Corfu, Dubrovnik, Venice **\$1,850-\$4,300**

Royal Cruise Line

Golden Odyssey, July 23—14 days: Dubrovnik, Bay of Kotor (cruising), Corfu, Mykonos, Izmir, Istanbul, Odessa, Yalta, Piraeus (Athens) (end of cruise) **\$2,658-\$3,996**
 Note: Rate includes roundtrip airfare.

Sun Line Cruises

Stella Maria, Every other Saturday, through Aug. 21—7 days: Dubrovnik, Corfu, Malta, Tunis, Costa Smeralda, Elba, Portofino, Nice (end of cruise) **\$910-\$1,600**

Southampton

Cunard Line

Queen Elizabeth 2 (QE2), Aug. 26—8 days: Madeira, Lisbon, Vigo, Southampton **\$1,255-\$3,755**
 Oct. 9—8 days: Malaga, Gibraltar, Lisbon, Vigo, Southampton **\$1,255-\$3,755**
 Note: These cruises may be combined with one-way or roundtrip transatlantic crossings.
 Nov. 20—7 days: Madeira, Tenerife, Southampton **\$1,095-\$3,285**

P.&O./Princess Cruises

Canberra, July 17—14 nights: Lisbon, Tarragona, Marsailles, Alghero, Palma, Praia da Rocha, Southampton **\$2,058-\$3,350**
 July 31—16 days: Malaga, Limassol, Haifa, Athens, Gibraltar, Southampton **\$2,214-\$3,618**
 Aug. 16—13 nights: Barcelona, Cannes, Ajaccio, Elba, Naples, Southampton **\$1,932-\$3,132**
 Aug. 29—13 nights: Ponta Delgada, Horta, Madeira, Tenerife, Las Palmas, Southampton **\$1,896-\$3,054**
 Sept. 11—14 nights: Gibraltar, Corfu, Loutrak, Palma, Vigo, Southampton **\$1,932-\$3,132**
 Sept. 25—14 nights: Barcelona, Elba, Naples, Cannes, Palma, Southampton **\$1,890-\$3,058**
 Oct. 9—13 nights: Vigo, Madeira, Tenerife, Las Palmas, Gibraltar, Lisbon, Southampton **\$1,776-\$2,860**
Sea Princess, July 16—22 nights: Bermuda, Port Canaveral, New York, Boston, Southampton **\$3,428-\$5,910**
 Aug. 7—13 nights: Copenhagen, Stockholm, Helsinki, Leningrad, Fredericia, Southampton **\$2,395-\$4,064**
 Aug. 20—14 nights: Ibiza, Santa Margherita, Marsailles, Rosas, Ceuta, Praia da Rocha, Southampton **\$2,452-\$4,158**

Sept. 3—8 nights: Tangier, Lisbon, Southampton **\$2,159-\$2,616**
 Sept. 12—13 nights: Madeira, Tenerife, Lanzarote, Tangier, Lisbon, Southampton **\$2,298-\$3,884**
 Sept. 25—12 nights: Madeira, Las Palmas, Lanzarote, Agadir, Casablanca, Southampton **\$2,190-\$3,692**
 Oct. 7—11 nights: Vigo, Barcelona, Ibiza, Gibraltar, Lisbon, Southampton **\$1,948-\$3,256**
 Oct. 18—13 nights: Cadiz, Kos, Istanbul, Rhodes, Mykonos, Delos, Athens (fly to London, Gatwick) **\$2,349-\$3,974**
 Oct. 31—13 nights: London (Gatwick, fly to Athens), Alexandria, Aghios Nikolaos, Santorini, Messina, ita, Dubrovnik, Venice (fly to London, Gatwick) **\$2,348-\$3,974**
 Nov. 13—13 days: London (Gatwick-fly to Venice), Corfu, Alexandria, Haifa, Rhodes, Izmir, Volos, Athens (fly to London—Gatwick) **\$2,396-\$4,064**
 Nov. 26—14 days: London (Gatwick-fly to Athens), Rhodes, Alexandria, Haifa, Malaga, Vigo, Southampton **\$2,076-\$3,482**
 Dec. 11—23 days: Bermuda, San Juan, Tortola, Martinique, Barbados, Madeira, Southampton **\$4,312-\$5,486**
Royal Viking, Aug. 27—14 days: Lisbon, Vigo, Bordeaux, Cherbourg, Plymouth, Guernsey, Hamburg (end of cruise) **\$2,800-\$6,874**

London (Tilbury)

Royal Cruise Line

Royal Odyssey, July 16, 28, Aug. 9, 21—14 days: Kiel Canal, Leningrad, Helsinki, Stockholm, Copenhagen, Bergen, Hardanger Fjord (cruising), London **\$2,458-\$3,796**
 Sept. 2—17 days: Lisbon, Malaga, Palma, Nice (Monte Carlo), Livorno (Florence & Pisa), Capri, Heraklion, Piraeus (Athens) (end of cruise) **\$2,969-\$4,328**
 Note: Rates include roundtrip airfare from Los Angeles on Royal Cruises.

Calais

Paquet Cruises

Mermoz, July 17—16 days: Larwick, Hellsly, Gøteborg, Rønde, Hammarfest, Spitzbergen, Tromsø,

Alesund, Bergen, Calais **\$2,710-\$5,275**
 Aug. 2—16 days: Bergen, Geiranger/Merok, Molde, Hammarfest, Spitzbergen Fjords (cruising), Magdalen Bay, Faroe Is. and Orades (cruising), Reykjavik, Calais **\$2,880-\$5,290**
 Aug. 18—14 days: Copenhagen, Gdynia, Tallin, Leningrad, Helsinki, Stockholm, Göteborg, Calais **\$2,920-\$4,100**
 Sept. 1—14 days: Vigo, Malaga, Sousse, Sfax, Gabas, Civitavecchia, Monaco, Toulon (end of cruise) **\$3,345-\$8,090**

Copenhagen

Lindblad Travel

Lindblad Explorer, July 20—26 days: Stavanger, Gaigarang, Hellsly, Rost Island, North Cape, Buono, Hopen, Svalbard, Mofsen Island, Amstar-damoy, Jan Mayen, Wastmanoya, Reykjavik (end of cruise) from **\$6,030**
 Note: Cruise is part of land/sea tour.
Lindblad Polar, July 18, Aug. 22—8 days: Bornholm/Christians, Gotland, Riga, Leningrad, Tallinn, Helsinki (end of cruise) **\$1,295-\$2,100**
 Aug. 8, Sept. 12—8 days: Lysefjord, Bergen, Sognefjord, Nordfjord, Geiranger, Trondheim (end of cruise) **\$1,295-\$2,100**

Royal Viking Line

Royal Viking Sky, July 16, 30—14 days: Gaigarang, Trondheim, Honningsvaag, Tromsø, Molde, Flaam, Gudvangen, Bergen, Stavanger, Oslo (all in Norway), Copenhagen **\$2,800-\$6,874**
 Aug. 13—14 days: Leningrad, Helsinki, Stockholm, Gdynia, Hamburg, Amsterdam, Southampton (end of cruise) **\$2,800-\$6,874**
Royal Viking Star, July 29—14 days: Amsterdam, Hamburg, Gdynia, Leningrad, Helsinki, Stockholm, Copenhagen **\$2,800-\$6,874**
 Aug. 6—21 days: Larwick, Bergen, Gaigarang, Honningsvaag, Tromsø, Reykjavik, St. John's, St. Pierre, Bar Harbor, Boston, Newport, New York (end of cruise) **\$4,200-\$12,894**

Helsinki

Lindblad Travel

Lindblad Polar, July 25, Aug. 29—8 days: Turku/Korpo, Mariehamn & Aaland Islands, Angermanalven/Ulvohamn, Soderhamn, Singofjorden/Mo, Sandhamm/Stockholm, (end of cruise) **\$1,295-\$2,100**

Stockholm

Lindblad Travel

Lindblad Polar, Aug. 1, Sept. 5—8 days: Bjorko/Marielund, Gings, Gotland, Stora Karlsö/Bla Jungfrun/Oland, Copenhagen, (end of cruise) **\$1,295-\$2,100**

Trondheim

Lindblad Travel

Lindblad Polar, July 11, Aug. 15—8 days: Ravarese of Copenhagen (Aug. 8, Sept. 12) sailings.

Cuxhaven

Astor United Cruises

Astor, July 20—10 days: Vik/Sognefjord, Budvangen/Naroyfjord, Olden/Nordfjord, Molde, Andalsnes/Romsdalsfjord, Trondheim, Hellsly/Sunnysfjord, Gaigarang/Gaigarangfjord, Bergen, Ulvik, Eidfjord, Cuxhaven **\$3,375-\$5,630**
 July 30—11 days: Bergen, Molde, Andalsnes/Romsdalsfjord, Trondheim, Hellsly/Sunnysfjord, Gaigarang/Gaigarangfjord, Vik/Sognefjord, Gudvangen/Naroyfjord, Eidfjord, Oslo, Copenhagen, Travmunde (end of cruise) **\$3,545-\$6,020**

Travemunde

Astor United Cruises

Astor, Aug. 10—11 days: Copenhagen, Oslo, Eidfjord, Vik/Sognefjord, Gudvangen/Naroyfjord, Andalsnes/Romsdalsfjord, Hellsly/Sunnysfjord, Gaigarang/Gaigarangfjord, Bergen, Hamburg (end of cruise) **\$3,500-\$5,925**

Hamburg

Astor United Cruises

Astor, Aug. 21—14 days: Leith/Edinburgh, Kirkwall, Larwick, Trondheim, Andalsnes/Romsdalsfjord, Hel-

iesylt/Sunnysfjord, Geiranger/Geirangerfjord, Olden/Nordfjord, Vik/Sognefjord, Gudvangen/Naerfjord, Bergen, Ulvik, Edfjord, Hamburg

Sept. 4—14 days: Oslo, Copenhagen, Swinemunde, Gotland, Stockholm, Helsinki, Leningrad, Gdansk, Bornholm, Odense, Hamburg \$3,935-\$6,950

..... \$3,770-\$5,555

Norwegian American Daisies

Vistafjord, July 17—14 days: Molde, Aandalsnes, Trondheim, Narvik, Tjeldsund, Magdalena Bay, Ice Barrier, Ny Alesund, Lillehook Fjord, Long Year City, Barents Fjord, Bear Island, Skarsvåg (North Cape), Hammerfest, Tromsø, Geiranger, Oye, Bergen, Hamburg \$2,760-\$5,510

July 31, Aug. 14—14 days: Kiel Canal, Vesby, Helsinki, Leningrad, Turku, Stockholm, Gdynia, Copenhagen, Oslo, Hamburg \$2,650-\$5,510

Aug. 28—8 days: London, St. Peter Port (Channel Islands), Lisbon, Gibraltar, Almeria, Genoa (end of cruise) \$1,050-\$2,100

Reykjavik

Lindblad Travel

Lindblad Explorer, Aug. 12—30 days: Angmagssalik, Prince Christian Sound, Narssarsuaq, Dextery Fjord, Pons Inlet, Coburg Island, Griseifjord, Bylot Island, Pangnifung Fjord, Breveort, Walrus Island, Coates Island, Belle Isle, Halifax (end of cruise) from \$7,040

Royal Viking Star continued from page 24

music, decor and menu are keyed to a certain area, such as the Caribbean, with tropical drinks and calypso tunes. In order to develop a special drink to become identified with each bar, he hopes to have drink mixing contests. And he plans to expand the Sky Deck pool bar menu, adding grilled sandwiches, salads and ice cream.

Royal Viking Line was formed in 1968 to provide "World Class" cruising for the discriminating traveler—a level of spaciousness, service and elegance in a class by itself. The sleek Royal Viking ships cruise the world on trips from less than a week to three months.

With its upscale market, passengers on Royal Viking ships tend to be an older group than on many other lines, but we've always found a good age mix—a smaller group of under forty, plenty in the forty to sixty bracket, which the line is more actively pursuing. A junior hostess supervises children on summer and holiday cruises when you'll find many families onboard.

Elegance, fine food and service and the ships' friendliness draw passengers back for cruise after cruise. More than half of Royal Viking's passengers are repeaters.

Evening dress is in keeping with the line's image and elegance. On a two week cruise you'll typically find four formal nights, the rest informal, with coat and tie required in the dining room.

Formal, or the wearing of a coat and tie, does not mean stuffy. "The feeling of a family on the ship is most important and that's what worried me when we expanded the ship," says Mann, stating that this challenge was the most important he's had in his job as cruise director.

He and his staff have succeeded: You'll find the Star to have a warm, comfortable atmosphere generated by a crew who truly care about their passenger "family." **CT**

CruiseNews

Continued from page 16

boundaries of imagination—Walt Disney's greatest dream is becoming reality. EPCOT Center opens October 1, 1982. A showplace more than twice the size of the Magic Kingdom, it will represent the ultimate in Disney-imagined entertainment. (A full-color Cruise Travel feature is planned for early '83).

Hypertension Tips for Travelers

Finding a variety of satisfying meals is the most common problem for hypertensives but not necessarily the most serious. Hypertensives who are under medication have to take special precautions. Advance planning is the answer:

1. Carry more medicine than you require—a good rule of thumb is *double*. Carry the extra medicine in a separate container.
2. Carry a copy of your prescription with you at all times.
3. Never carry medicine in your luggage. Stow it in your wallet, purse, briefcase or carry-along bag.
4. Know the generic name of your medicine as well as the trade name when you are traveling overseas. For example, captopril (generic name) is marketed under the trade name Capoten in the U.S., but in Germany, it is called Lopril.

The cardinal rule for travelers with a history of severe hypertension, stroke or heart attack is to *let someone know* about your condition. Do not be shy about informing ship personnel that you have a problem and what treatment you might need.

Happy Holidays from NCL

No, it's not too early to start thinking about Christmas in the Caribbean. And yes, Virginia, there is a Santa Claus. In fact, passengers sailing with NCL during the holidays will have a chance to meet him as they celebrate both Christmas and New Year's Eve at sea! Norwegian Caribbean Lines has revised its Christmas sailings on the S/S Norway and the M/S Southward to offer special 8-night itineraries that will include both holidays. In place of their regular Saturday departures, both ships will each sail on an 8-night itinerary on Friday, December 24, offering a complete holiday cruise. "We felt that some of our passengers might consider it an inconvenience to sail on Christmas Day," said Klaus Wombacher, Vice President of Passenger Services. "By leaving one day earlier on Christmas Eve, they can get settled onboard and enjoy the holidays at sea with their family and friends." As an added bonus, passengers on the Norway and Southward will also celebrate New Year's Eve "NCL-style" with champagne, favors and noisemakers!

To allow for the December 24th departures, the Norway and Southward will sail on 6-night itineraries the week before (December 18 to December 24). The 6-night

cruise right before the holidays will allow passengers to do some last minute shopping in some of the world's best duty free ports.

During the 8-night holiday cruises, the Southward will add Nassau to its popular itinerary of Cozumel, Grand Cayman, Ocho Rios and the Out Island, while passengers on the Norway will enjoy more time at sea and in port at Nassau and St. Thomas. Both ships will resume their regular 7-night cruises on Saturday, January 1, 1983.

Another special holiday sailing will be offered on the M/S Sunward II. The ship will sail on a 7-night cruise to Cozumel, Grand Cayman, Montego Bay, and the Out Island on Monday, December 27th to Monday January 3, 1983. The Sunward II will resume its 3 and 4-night Bahamarama cruises on January 3. The M/S Starward and M/S Skyward will continue on their regular 7-night itineraries during the holidays.

Details are available from Norwegian Caribbean Lines (Cruise Travel Magazine), One Biscayne Tower, Miami, FL 33131.

A Princess in China

Princess Cruises will make its inaugural visit to the Orient in Spring 1983 when the "Love Boat," alias the Pacific Princess, embarks, on a 70-day "Circle Pacific Cruise" that will include a visit to the Peoples Republic of China. The cruise will depart from Los Angeles March 26, and spend the first portion visiting the South Pacific islands, Australia and New Zealand. The second half of the cruise will concentrate on the Orient and China. Ports of call on the impressive itinerary include Lahaina, Maui, Honolulu, Christmas Island, Bora Bora, Papeete, Tahiti; Moorea, Pago Pago, American Samoa; Tonga, Suva, Fiji; Auckland, New Zealand; Sydney, Australia; Great Barrier Reef (cruise by), Port Moresby, New Guinea; Bali, Singapore, Manila, Hong Kong, Shanghai, Kobe, Yokohama, Honolulu and back to Los Angeles.

For vacationers with less time or budget to spend on the full voyage, there is a choice of four shorter air/sea segments available—46 nights from Los Angeles to Hong Kong, 26 nights from Los Angeles to Sydney, 44 nights from Sydney to Los Angeles and 24 nights from Hong Kong to L.A.

In an attractive "value package" connected with the cruise, free air transportation to and from the ship will be provided from major cities in U.S. and Canada.

Also offered for those booking by October 30, 1982, is a \$1,000 credit toward a future Princess cruise of their choice in 1983 or in 1984 to full-cruise passengers, and a \$500 credit for those booking shorter segments. The segment passengers will also receive a complimentary three-night hotel package in Hong Kong or Sydney, and full-cruise passengers will receive a complimentary deluxe tour of those cities.

For complete information and fares on this inaugural "Circle Pacific Cruise," contact a travel agent or Princess Cruises (Cruise Travel Magazine), 2029 Century Park East, Los Angeles, CA 90067.

Preview!

**COMING
Sept.-Oct. '82**

On Sale at your
Newsstand August 31

Ship of the Month Carnival Line's TROPICALE

Port of the Month ACAPULCO

plus Resort Showcase Feature on
Los Brisas and Luxury Area Hotels

Cruise of the Month The NILE

Rich in historical sights—
a great river cruise through
the Land of the Pharaohs

Wacky, Wonderful World of CRUISE DIRECTORS

Inside look at a profession
that's not all fun and games

Company Profile SITMAR CRUISES

A Royal Treat Aboard Royal Caribbean Cruise Line's NORDIC PRINCE

Special Review of three and four day fun-filled SHORT CRUISES

Taking exotic cruise by train! Paris to Istanbul aboard the ORIENT EXPRESS

A Dress Code Guide to CRUISEWEAR

What you should pack for those
formal and informal occasions

Tennis Anyone?

Sporting life in the Caribbean aboard
Cunard's Countess and Princess

plus other features,
departments, and up-dated
'82 Fall-Winter Cruise
Calendar

PORTS-OF-CALL INDEX

A quick reference guide to cruise lines
stopping at popular Ports-of-Call.

CARIBBEAN

ANTIGUA (St. John's) Costa, Cunard, Holland America, Home, Royal Caribbean, Royal Viking, Sitmar, Sun World.

ARUBA (Oranjestad) Holland America, Norwegian American, Princess, Royal, Royal Caribbean, Sitmar.

BAHAMAS (Freeport) Costa, Eastern, Norwegian Caribbean, Paquet, Scandinavian World. (Nassau) Carnival, Costa, Eastern, Holland America, Home, Norwegian Caribbean, Paquet, Royal Caribbean, Scandinavian World, Sitmar. (Out Is.) Norwegian Caribbean, Scandinavian World.

BARBADOS (Bridgetown) Costa, Cunard, Holland America, Home, Norwegian American, Princess, Royal Caribbean, Sitmar.

BERMUDA (Hamilton or St. George's) Costa, Cruise International, Cunard, Holland America, Home, P & O/Princess.

BOHAI (Kraielndijk) P & O/Princess.

COLOMBIA (Cartagena) Costa, Holland America, Norwegian American, Princess, Royal, Royal Viking, Sitmar.

CURACAO (Willemstad) Chandris, Costa, Holland America, Home, Princess, Royal Caribbean, Royal Viking, Sitmar.

DOMINICAN REPUBLIC (Puerto Plata) Commodore, Royal Caribbean. (Samana) Carnival. (Santo Domingo) Norwegian American, Royal Caribbean, Royal Viking, Sun World.

GRAND CAYMAN (Georgetown) Carnival, Holland America, Norwegian American, Norwegian Caribbean, Royal Caribbean.

GRENADE (St. George's) Costa, Cunard, Home.

GRENADES (Palm Is.) Princess.

GUADELOUPE (Point-a-Pitre) Holland America, Sun World.

HAITI (Cap Hatlen) Commodore, (Port-au-Prince) Royal Caribbean.

JAMAICA (Montego Bay) Costa, Holland America, Home, Royal Caribbean. (Port Antonio) Royal Caribbean. (Ocho Rios) Carnival, Norwegian Caribbean, Paquet, Royal, Royal Caribbean.

KEY WEST Bahama.

MARTINIQUE (Fort-de-France) Chandris, Costa, Cunard, Holland America, Home, Princess, Royal Caribbean, Sitmar, Sun World.

MEXICO (Cancun) Bahama. (Cozumel) Bahama, Carnival, Holland America, Norwegian American, Norwegian Caribbean, Paquet, Royal Caribbean. (Playa del Carmen) Norwegian Caribbean, Paquet. (Puerto Morelos) Sitmar.

PANAMA (Balboa) Holland America, Norwegian American, P & O/Princess, Royal, (Cristo-

bal) Holland America, Norwegian American, P & O/Princess. (San Blas Is.) Holland America, Royal, Sitmar.

PUERTO RICO (San Juan) Carnival, Chandris, Commodore, Costa, Cunard, Holland America, Norwegian Caribbean, Princess, Royal, Royal Caribbean, Sitmar.

ST. CROIX (Fredericksted) Royal Caribbean, Sitmar.

ST. JOHN (Cruz Bay) Holland America.

ST. LUCIA (Castries) Costa, Cunard, Home.

ST. MAARTEN (Philipsburg) Holland America.

Home, Princess, Royal Caribbean, Sun World.

ST. THOMAS (Charlotte Amalie) Carnival, Chandris, Commodore, Costa, Cunard, Holland America, Home, Norwegian American, Norwegian Caribbean, Princess, Royal Caribbean, Royal Viking, Sitmar.

ST. VINCENT (Kingstown) Chandris, Costa, Cunard, Home.

TORTOLA (Roadtown) Cunard, Norwegian American, Sitmar.

VENEZUELA (Caracas-La Guaira) Chandris, Costa, Holland America, Home, Princess, Royal, Royal Caribbean.

MEXICAN RIVIERA

MEXICO (Acapulco) Costa, Holland America, Norwegian American, P & O/Princess, Princess, Royal, Royal Viking, Sitmar. (Cabo San Lucas) Carnival, Holland America, Princess, Royal Viking, Sitmar. (Ensenada) Western. (Ixtapa/Zihuatanejo) Princess, Royal Viking, Sitmar. (Manzanillo) Princess. (Mazatlan) Carnival, Costa, Norwegian American, Princess, Royal Viking, Sitmar. (Puerto Vallarta) Carnival, Costa, Delta, Norwegian American, Princess, Royal Viking, Sitmar.

ALASKA

ALASKA (Alert Bay) Costa, Sitmar. (Anchorage) World Explorer. (Haines) Exploration. (Homer) World Explorer. (Juneau) Costa, Exploration, Holland America, Norwegian American, Princess, Royal Viking, Sitmar, Westours, World Explorer. (Ketchikan) Costa, Exploration, Holland America, Princess, Sitmar, Westours, World Explorer. (Petersburg) Exploration. (Sitka) Exploration, Holland America, Norwegian American, Princess, Royal Viking, Sitmar, Westours, World Explorer. (Skagway) Costa, Exploration, Norwegian American, Princess, Royal Viking, World Explorer. (Valdez) Norwegian American, World Explorer. (Wrangell) Exploration.

CANADA (Prince Rupert) Holland America, Norwegian American, Princess, Royal Viking, Sitmar, World Explorer. (Vancouver) Costa, Holland America, Norwegian American, Princess, Royal Viking, Sitmar, Westours, World Explorer. (Victoria) Holland America, Norwegian American, Princess, Royal Viking, Sitmar.



Starting Next Issue HOTEL/RESORT SHOWCASE

Our expanded coverage presents an international array of luxury hotels and resorts featuring the Marriotts, Hyatts, Hiltons, Sheratons, etc., that you'll want to enjoy as part of your pre or post cruise vacation. Exciting before and after options, many at greatly reduced cruise stay package prices, let you extend fun time to the fullest in Orlando, New Orleans, Acapulco, etc. Each photo review includes location, facilities, rates, plus area attractions.

Travel Accessories

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a service of **Cruise Travel Magazine**
To order use the order form on page 43.



Travel Smoke Alarm

Be protected even if your hotel room isn't equipped for smoke detection. This G.E. Home and Away smoke alarm just hooks over the door of your room. Operates from one 9 volt battery and perfect for hotel, apartments, dorms, mobile homes, camper. Alarm sounds a loud 85 db horn, it can be tested, and features a 30-day low battery warning. #22021 \$29.95 (\$2.10).



Travel Alarm

Measures only 2" high and features a quartz movement for accuracy and reliability. Operates for about one year on a single AA battery. Luminous dial for night viewing. #46707 \$19.95 (\$2.10).



Alarm Clock Key Ring

The pocket alarm no larger than a matchbook, but the features of a regular size clock: 24 hour alarm, LCD digital readout for hour, minute, second, day and date, pleasant "chirp" alarm and a protective leather-grained case with key ring attachment. #65200 \$34.95 (\$2.10).



Travel Gym

A portable gym that offers resistance exercise and specific sports movement training. A pulley system provides positive and negative contraction. Set includes a lifting bar, stirrups, a door attachment, 56-page book of instructions, training belt, special cables and carrying case. #48031 \$29.95 (\$3.75).



Rechargeable Shaver

The Sanyo Rechargeable Shaver helps you to stay well groomed anywhere. Slip this into your suitcase, attache, glove compartment and get a close, clean shave. Only 4" high with pop-out recharger plug. #46682 \$44.99 (\$2.95).

Leather Toilet Kit

A case that keeps everything organized. Main compartment for toilet articles, plus a special zippered toothbrush pocket and another side pocket for valuables. Spill proof liner, all leather. #46974 \$35.00 (\$2.80).



Entry Alarm

The Watchdog Alarm is simple device that hangs on the inside door knob, and issues a loud and piercing blast if the knob is touched by hand or by key from the outside. Perfect for use in hotels or motels while traveling. Silences and automatically resets after 1 minute. #65030 \$24.95 (\$1.45).



Plug Adapters Current Converters

Packed in a travel case are 4 wall adapter plugs and a dual converter kit that combines 2 different wattage settings in one selector switch. Permits you to use all of your personal appliances, from low wattage to high, while traveling abroad. #65220 \$32.50 (\$3.40). Plug adapter set only (4 plugs) #50350 \$7.50 (\$1.40).



Travel Water Pik

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